



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707

424-6075 • Fax 424-6074

MEETING NOTICE

Members:

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

Wednesday, July 12, 2006

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

5:00 P.M. Closed Session

5:30 P.M. Regular Meeting (Please note earlier start time for the meeting.)

6:00 P.M. Board Workshop

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

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

ITEM

BOARD/STAFF PERSON

I. CALL TO ORDER – CONFIRM QUORUM Chair Augustine
(5:30 p.m.)

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

IV. OPPORTUNITY FOR PUBLIC COMMENT

(5:30 – 5:35 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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- V. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls
Pg. 1
- VI. **COMMENTS FROM STAFF, CALTRANS AND MTC**
(5:35 – 5:40 p.m.)
- A. **Caltrans Report**
- B. **MTC Report**
- C. **STA Report**
1. **Presentation - State Budget and State Infrastructure Bond** Josh Shaw
- VII. **CONSENT CALENDAR**
- Recommendation:*
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
- A. **STA Board Minutes of June 14, 2006** Johanna Masiclat
Recommendation:
Approve minutes of June 13, 2006.
Pg. 9
- B. **Review Draft TAC Minutes of June 28, 2006** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 19
- C. **Updated STA Board Meeting Schedule for Calendar Year 2006** Johanna Masiclat
Recommendation:
Informational.
Pg. 27
- D. **Extension of Administrative Services with the City of Vacaville** Susan Furtado
Recommendation:
To authorize the Executive Director to renew the administrative services contract with the City of Vacaville to a three-year contract beginning FY 2006-07 through FY 2008-09.
Pg. 29
- E. **Approval of Updated STA Human Resources Handbook** Chuck Lamoree
Recommendation:
Approve the updated STA Human Resources Handbook.
Pg. 35

- F. Fiscal Year (FY) 2006-07 Transportation Development Act (TDA) Article 3 Program** Robert Guerrero
Recommendation:
Approve STA's FY 2006-07 TDA Article 3 Resolution No. 2006-02.
Pg. 37
- G. Countywide Transit Ridership and Financial Assessment** Elizabeth Richards
Recommendation:
Authorize the Executive Director to:
- 1. Release a Request for Proposals for a Countywide Ridership Survey and execute a contract with a consultant for a Countywide Transit Ridership Survey not to exceed \$100,000.*
 - 2. Release a Request for Proposals for a Countywide Transit Finance Assessment Study and execute a contract with a consultant for a Countywide Transit Finance Assessment Study not-to-exceed \$60,000.*
- Pg. 43**
- H. Solano Paratransit Funding Agreement Amendments** Elizabeth Richards
Recommendation:
Authorize the Executive Director to execute amendments to the Solano Paratransit service and funding agreement between STA and the City of Fairfield.
Pg. 55
- I. Fiscal Year (FY) 2006-07 Transportation Development Act (TDA) Article 4/8 Distribution for Solano County** Elizabeth Richards
Recommendation:
Approve the final TDA Article 4/8 Matrix for FY 2006-07.
Pg. 59
- J. Fiscal Year (FY) 2006-07 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds** Robert Guerrero
Recommendation:
Approve the attached Resolution No. 2006-03 approving the revised funding amounts for FY 2006-07 TFCA Program Manager Funds including \$29,325 for City of Benicia's Shuttle Bus Service, \$90,000 for City of Fairfield's Solano Bikeway Extension, and \$210,000 for Solano Napa Commuter Information Program's Ridesharing Activities.
Pg. 63

- K. 2006 Lifeline Transportation Funding Program** Elizabeth Richards
- Recommendation:
Approve the following:
- 1. The 2006 Solano Lifeline Project Funding Plan as specified in Attachment B;*
 - 2. Authorize the Executive Director to submit the Lifeline Project Funding Plan to MTC.*
- Pg. 67**
- L. State Route (SR) 113 Major Investment and Corridor Study** Robert Guerrero
- Recommendation:
Authorize the Executive Director to:
- 1. Enter into agreement with the City of Dixon and the County of Solano to provide a local match of \$20,833 each for the State Route 113 Major Investment and Corridor Study.*
 - 2. Enter into a funding agreement with the Metropolitan Transportation Commission to secure the \$250,000 Partnership Planning grant.*
 - 3. Dedicate \$20,833 as local match for the study in FY 2006-07.*
 - 4. Approve the attached preliminary scope of work for the SR 113 Major Investment and Corridor Study.*
 - 5. Issue a Request for Proposals (RFPs) for the State Route 113 Major Investment and Corridor Study, select a consultant and enter into an agreement with a qualifying firm to conduct the SR 113 study.*
- Pg. 71**
- M. North Connector Transportation for Livable Communities (TLC) Concept Plan** Dan Christians
- Recommendation:
Authorize the Executive Director to issue a Request for Proposal to conduct the North Connector Transportation for Livable Communities (TLC) Concept Plan, select a consultant and enter into a consultant agreement as described in Attachment A at a cost not to exceed \$40,000 of TLC Program funds.
- Pg. 79**

**N. Safe Routes to Schools (SR2S) Study Update,
Recommended Steering Committee Appointments and
Goals**

Sam Shelton

Recommendation:

Approve the following:

1. *Adopt the Safe Routes to School (SR2S) Goals, Policy Actions, and Measurable Objectives as recommended by the SR2S Steering Committee;*
2. *Appoint Jim Antone as the Air Quality representative and Robin Cox, as the public health representative to the Safe Routes to School (SR2S) Steering Committee.*

Pg. 85

**O. Safe Routes to Schools (SR2S) Study: Amendment to
SR2S Consultant Services Agreement**

Sam Shelton

Recommendation:

Authorize the Executive Director to approve Contract Amendment No. 1 with Alta Planning + Design for consultant services related to the STA's Safe Routes to School (SR2S) Study at a cost not to exceed \$122,300.

Pg. 93

**P. Consultant Selection and Contract Approval of
Engineering Services for the Project Study Report (PSR)
on the I-80 HOV Lanes/Turner Pkwy Overcrossing
Project**

Janet Adams

Recommendation:

Authorize the Executive Director for the following:

- A. *Enter into an agreement to provide engineering services for the Project Study Report for the I-80/Turner Pkwy Project for an amount not to exceed \$1,200,000 for a contract term through July 31, 2008.*
- B. *Enter into a funding agreement between Solano County and the City of Vallejo to provide the STA as the lead agency for the Project Study Report and for Solano County, in conjunction with the City of Vallejo to be responsible for the 20% local match on the federal funds.*

Pg. 97

Q. Consultant Selection and Contract Approval of Engineering Services for the State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study and the SR 12/Church Road Improvements Project Study Report (PSR)

Janet Adams

Recommendation:

Authorize the Executive Director for the following:

- A. Enter into an agreement to provide engineering services for the Project Study Report for the SR 12/Church Road Improvements for an amount not to exceed \$130,000 for a contract term through August 31, 2007.*
- B. Enter into an agreement to provide engineering services for the SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study for an amount not to exceed \$375,000 for a period of time through July 31, 2008.*

Pg. 99

R. Funding Opportunities Summary

Sam Shelton

Recommendation:

Informational.

Pg. 103

VIII. ACTION ITEMS – NON-FINANCIAL

A. Public Hearing for Proposed Fare Increases: Route (Rt.) 30 and Solano Paratransit

Elizabeth Richards

The STA Board consider any input received at the July 12, 2006 public hearing and then approve the following:

- A. New fare structure for Rt. 30 as shown on Attachment A and effective October 1, 2006.*
- B. New fare structure for Solano Paratransit as shown on Attachment B and effective October 1, 2006.*

(5:40 – 5:45p.m.) – Pg. 107

B. Legislative Update – June 2006 – Continued Item

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)*

(5:45 – 5:50 p.m.) – Pg. 111

C. Legislative Update – July 2006 Jayne Bauer

Recommendation:

Adopt the following positions on proposed legislation:

- *AB 2444 (Klehs) – Support*
- *SB 1611 (Simitian) - Support*
- *SCR 123 (Florez) - Watch*

(5:50 – 5:55p.m.) – **Pg. 133**

D. Priority Projects for Proposed State Bond Categories Jayne Bauer

Recommendation:

Approve the list of priority projects to be funded through the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B).

(5:55 – 6:00 p.m.) – **Pg. 181**

IX. BOARD MEMBER DISCUSSION ITEMS - WORKSHOP

A. STA Review and Update of Project Funding Priorities Daryl Halls

Following the Failure of Measure H

Discussion

(6:00 – 6:45 p.m.) – **Pg. 191**

B. The Future of Solano County Highway Corridors Janet Adams

- 1. Highway Corridor Operation Policy(s)**
- 2. Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges**
- 3. Funding and Implementation of Highway Improvements 2006-2010**

Discussion

(6:45 – 7:30 p.m.) – **Pg. 193**

X. BOARD MEMBERS COMMENTS

XI. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for

Wednesday, September 13, 2006, 6:00 p.m., Suisun City Hall Council Chambers.

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MEMORANDUM

DATE: July 5, 2006
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – July 2006

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

STA Board Workshop to Focus on Future of Highways and Future Funding Priorities *

Last month, the STA Board set six topics for discussion at a future Board workshop. The first two topics, the Future of Highways and Future Funding Priorities, have been agendaized for discussion at the July 12th Board meeting. With the failure of Measure H in June of 2006, Solano County continues to face some growing transportation challenges without the benefit of a local fund source. At the meeting, staff will provide an overview of the current federal, state and regional transportation funds expected to be available to Solano County in the near future (2006-2010) to fund the STA's priority projects and the transportation programs and projects that will have a funding shortfall during that same timeframe. The Future of Highways topic will focus on the status and implementation policies pertaining to priority projects such as; the I-80/I-680/SR 12 Interchange, SR 12 Jameson Canyon, the I-80 High Occupancy Lane (HOV) project, the North Connector, the Jepson Parkway, and others.

Public Hearing Set for Proposed Service Changes and Fare Increases for Route 30 and Solano Paratransit *

A public hearing has been scheduled to receive public input pertaining to recommended fare increases for Transit Route 30 (operated by Fairfield-Suisun Transit on behalf of the STA – with service between Fairfield, Vacaville, Dixon, Davis and Sacramento) and Solano Paratransit. All of Solano County's transit operators are recommending fare increases for all intercity transit service for this forthcoming fiscal year to help cover the cost increases associated with increased fuel costs. The proposed fares adjustments for Route 30 are commensurate with fare adjustments for other Solano County intercity transit service. The fares for Solano Paratransit have not been adjusted for over 10 years and the costs to operate the service continue to increase due to increased fuel and labor costs.

Adopted State Budget is Good News for Transportation

The budget act approved by the State Legislature provides for \$103.4 billion in revenues and \$101.3 billion in expenditures. For the second year in a row, the budget funds \$1.4 billion for the full transfer of General Fund sales tax revenue on gasoline in accordance with voter approved Proposition 42. In addition, this budget provides \$1.415 billion in early payments of outstanding Proposition 42 loans incurred in previous fiscal years. The budget also fully funds the additional increment of the gas sales tax "spillover" of \$343 million. In the aggregate, this will provide a state funding commitment of over \$3 billion to transportation in FY 2006-07, an encouraging turnaround from the last three years.

Caltrans Commits to STA for Accelerated Schedule for I-80 Repaving, Still Waiting to Hear About SR 12 East Safety Projects

Last week, STA received a letter from Caltrans District IV Director Bijan Sartipi committing to a two-year acceleration of the I-80 repaving project from FY 2009/10 to FY 2007/08. Thanks to over six months of efforts and communications received from STA Board Chair Len Augustine and the STA Board, Assembly Member Lois Wolk, and the business community in Vacaville, Caltrans has moved up this critical repaving project. STA's Janet Adams is continuing to work with Caltrans to coordinate this rehabilitation project with the construction of the I-80 High Occupancy Vehicle lane project being led by STA.

Last month, STA also forwarded a letter from STA Chair Augustine to Caltrans requesting a status and updated project schedule for the SR 12 east safety projects located between Suisun City and Rio Vista. The State Highway Operation Protection Program (SHOPP) funds programmed for this project were moved back two years when the California Transportation Commission (CTC) adopted the SHOPP in April 2006.

State Senate Transportation Committee Approves PPM Legislation (AB 2538)

Last week, the Senate Committee on Transportation approved AB 2538 (Wolk) on a 9 to 4 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 Appropriations.

McPeak and Mineta to Depart Transportation Posts

This week, STA received word that Sunne Wright McPeak, Governor Arnold Schwarzenegger's Secretary of Business, Transportation and Housing Agency (B, T & H), has accepted a position as President and Chief Executive Officer for the recently formed California Emerging Technology Fund (CETF). CETF focuses on extending broadband services to rural and urban communities. McPeak is scheduled to remain as the Secretary for B, T & H until after the November 2006 election.

Norm Mineta resigned as President George Bush's Secretary for Transportation on June 23, 2006. He is scheduled to depart on July 7, 2006.

Steering Committee Recommends Goals and Objectives for Safe Routes to Schools *

The STA's Safe Routes to Schools Steering Committee met for the second time and has completed development of goals and objectives for the Study and the development of criteria for the future allocation of Safe Routes to Schools funding. The goals and objectives have been agendaized for adoption by the Board. STA staff is in the process of completing initial presentations to city councils and school district boards as part of Phase I of the development of this Safe Routes to Schools study. Phase 2 will consist of formation of community task forces in each of the seven cities and their corresponding school districts.

Attachment:

- A. STA Acronyms List of Transportation Terms

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

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DATE: July 3, 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 to approve the following attached consent items:

- A. STA Board Minutes of June 14, 2006
- B. Review Draft TAC Minutes of June 28, 2006
- C. Updated STA Board Meeting Schedule for Calendar Year 2006
- D. Extension of Administrative Services Contract with the City of Vacaville
- E. Approval of Updated STA Human Resources Handbook
- F. Fiscal Year (FY) 2006-07 Transportation Development Act (TDA) Article 3 Program
- G. Countywide Transit Ridership and Financial Assessment
- H. Solano Paratransit Funding Agreement Amendments
- I. Fiscal Year (FY) 2006-07 Transportation Development Act (TDA) Article 4/8 Distribution for Solano County
- J. Fiscal Year (FY) 2006-07 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds
- K. 2006 Lifeline Transportation Funding Program
- L. State Route (SR) 113 Major Investment and Corridor Study
- M. North Connector Transportation for Livable Communities (TLC) Concept Plan
- N. Safe Routes to Schools (SR2S) Study Update, Recommended Steering Committee Appointments and Goals
- O. Safe Routes to Schools (SR2S) Study: Amendment to SR2S Consultant Services Agreement
- P. Consultant Selection and Contract Approval of Engineering Services for the Project Study Report (PSR) on the I-80 HOV Lanes/Turner Pkwy Overcrossing Project
- Q. Consultant Selection and Contract Approval of Engineering Services for the State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study and the State Route (SR) 12/Church Road Improvements Project Study Report (PSR)
- R. Funding Opportunities Summary

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SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
June 14, 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 6:03 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 Silva	County of Solano

MEMBERS

ABSENT:	Jim Spering	City of Suisun City
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STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masiclat	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
	Robert Guerrero	Associate Planner
	Sam Shelton	Assistant Project Manager

ALSO

PRESENT:	Ricardo Blanco	Office of Congress Member Ellen Tauscher
	George Fink	City of Fairfield
	John Duane	City of Suisun City
	Chris Bailey	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Birgitta Corsello	County of Solano
	Mike Miller	The Ferguson Group
	Doanh Nguyen	Caltrans District 4

II. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

On a motion by Vice Chair Intintoli, and a second by Member Messina, the STA Board approved the agenda to include modifications to Agenda Item IX.A, FY 2006-07 Budget Revision and FY 2007-08 Proposed Budget.

V. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA Submits Balanced Budgets for FY 2006-07 and FY 2007-08
- Agenda Topics for July STA Board Workshop to Frame STA's Efforts in FY 2006-07
- Local Police Departments Step-up to Participate in Development of Safe Routes to Schools Study
- Solano County Transit Operators Agree to Intercity Transit Funding Agreement
- STA Board to Approve Two Year Allocation of State Transit Assistance Funds for Transit Priorities
- State Assembly Approves PPM Legislation (AB 2538)
- STA to Respond to Inaccuracies Contained in Grand Jury Report

VII. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:

Doanh Nguyen, Caltrans District 4 Project Manager, provided a status report on the construction progress of the I-80 Pavement Rehabilitation project. Caltrans announces the I-80 Pavement Rehabilitation project will be advanced two (2) years from FY 2009-10 to FY 2007-08.

B. MTC Report:

None reported.

C. STA Report:

1. Federal Legislative Update

Mike Miller, The Ferguson Group, provided a Federal Legislative update, which included the FFY 2007 Transportation Appropriations Bill (HR 5576). He stated that the bill was approved by the House of Representatives on June 14, 2006 by a vote of 406-22. He also indicated that the bill contains earmarks requested by the STA for Vallejo Intermodal (\$1.75M), Fairfield/Vacaville Intermodal Station (\$850,000) as well as for Rio Vista Hwy 12 Safety (\$250,000) and Vallejo Hwy 37 Ramps (\$200,000). He stated that the date for Senate consideration has not been set.

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

Daryl Halls presented the STA's FY 2006-07 Budget Revision and Proposed Budget for FY 2007-08.

VIII. CONSENT CALENDAR

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

A. STA Board Minutes of May 10, 2006

Recommendation:

Approve minutes of May 10, 2006.

B. Review Draft TAC Minutes of May 31, 2006

Recommendation:

Receive and file.

C. Updated STA Board Meeting Schedule for Calendar Year 2006

Recommendation:

Informational.

D. FY 2005-06 Final-Year Budget Revision

Recommendation:

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

E. Five-Year Office Lease Renewal

Recommendation:

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

F. Contract Amendment No. 7 for Transit and Funding Consultant – Nancy Whelan Consulting

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.

G. Unmet Transit Needs Comments and Response for FY 2006-07

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.

H. Contract Amendment No. 6 with Wilbur Smith Associates for the Fairfield/Vacaville Intermodal Train Station

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, 2007.62,000 to fund the State Route 12 Re-Alignment/Rio Vista Bridge Study.
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.

I. 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.

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

Recommendation:

Approve a Call for Solano County TLC Capital Projects.

K. Pedestrian Advisory Committee Priority Pedestrian Projects

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.

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

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.

IX. ACTION ITEMS: FINANCIAL

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

Daryl Halls presented the budget revisions of FY 2006-07 Expenditures and Revenues and proposed budget for FY 2007-08. He outlined the 2.0% cost of living adjustments as well as the salary range realignments and adjustments for STA staff.

Board Comments:

None presented.

Public Comments:

None presented.

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 A.
3. Adopt the proposed revised salary range realignments and adjustments with the salary survey recommendation (Attachment B).
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 C).

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

B. Intercity Transit Funding Agreement Proposal

Elizabeth Richards provided an overview summarizing 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.

Board Comments:

Chair Augustine requested explanation on the transfer process of Route 90 to Route 40. George Fink, City of Fairfield, responded that it would be a two-minute transfer between Route 40 and Route 90 in the commute direction.

Member Alternate Segala asked if the fare increases include student passes? Elizabeth Richard responded that all the increases would be shifted to reflect the increase.

Member Price wanted to state publicly that Fairfield is seeking a guaranteed long-term funding plan for Route 90. Elizabeth Richards responded that STA staff would continue to work with Fairfield-Suisun transit staff on the issue. Daryl Halls stated that the transit operators are helping STA staff develop a more formal partnership and long term funding agreement for all intercity transit routes.

Public Comments:

None presented.

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.

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

C. State Transit Assistance Funds (STAF) Proposed Funding Amendment 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.

Board Comments:

Vice Chair Intintoli stated his concern regarding the 21-day paratransit eligibility application process for the multiple service providers. Elizabeth Richards responded that staff would discuss and work with the service providers to find a different method for expediting the eligibility application process.

Public Comments:

None presented.

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.

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

D. FY 2006-07 Transportation Development Act (TDA) Article 4/8 Distribution for Solano County

Elizabeth Richards reviewed the complex allocation of funds in the draft 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.

Board Comments:

Daryl Halls publicly thanked Elizabeth Richards and all transit operators for their hard work in putting together a complex funding matrix and agreement for intercity transit service.

Chair Augustine acknowledged Gian Aggarwal's upcoming retirement and thanked him publicly for his 15-years of exemplary service to the City of Vacaville.

Public Comments:

None presented.

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.

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

E. FY 2006-07 Transportation Development Act (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.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

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

On a motion by Alternate Member Segala, and a second by Member Silva, the staff recommendation was unanimously approved.

X. ACTION ITEMS: NON FINANCIAL

A. Set Board Agenda Topics for STA Board Workshop of July 12, 2006

Daryl Halls outlined the key topics for discussion at the STA Board Workshop to be held on July 12, 2006. He specified the key topics to be as 1.) The Future of Our Highway Corridors, 2.) The Future of Transit Service, 3.) Five Steps to Improved Travel Safety, 4.) Implementation of Transportation for Livable Communities at the Community Level, 5.) Review and Update of Project Funding Priorities following the failure of Measure H, and 6.) Enhancement of STA's Efforts to Inform, Engage, and Involve the Public Regarding Transportation Issues, Plans, and Projects.

Board Comments:

Based on input, the STA Board recommended authorizing the Executive Committee to make adjustments to the STA Board Workshop agenda.

Public Comments:

None presented.

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.

On a motion by Member Messina, and a second by Vice Chair Intintoli, the STA Board unanimously approved to authorize the Executive Committee to make adjustments to the STA Board Workshop agenda as requested.

B. Legislative Update – June 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:

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)

Board Comments:

Based on discussion, the STA Board unanimously voted to continue this item until the next Board meeting scheduled on July 12, 2006.

Public Comments:

None presented.

By consensus, the STA Board requested to continue this item until the next Board meeting scheduled on July 12, 2006.

XI. INFORMATION ITEMS

A. 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 a status report for the Solano County projects listed above.

(No Discussion Necessary)

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

C. State Transit Assistance Funding (STAF) and Proposition 42 Transit
Funding Policy Status
Informational

D. Funding Opportunities Summary
Informational

XII. BOARD MEMBER COMMENTS:

None presented.

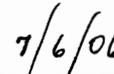
XIII. ADJOURNMENT

The STA Board meeting was adjourned at 7:35 p.m. The next meeting of the STA Board is a workshop scheduled on **Wednesday, July 12, 2006 at the Suisun City Hall Council Chambers at a time to be determined.**

Attested By:



Johanna Masiclat
Clerk of the Board



Date



TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting
June 28, 2006

I. CALL TO ORDER

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

Present:

TAC Members Present:	Michael Throne	City of Benicia
	Royce Cunningham	City of Dixon
	Charlie Beck	City of Fairfield
	Brent Salmi	City of Rio Vista
	John Duane	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Gene Cortright	City of Fairfield
Mike Duncan	City of Vacaville
Leo Flores	County of Solano
Daryl Halls	STA
Dan Christians	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Jayne Bauer	STA
Sam Shelton	STA
Johanna Masclat	STA

II. APPROVAL OF AGENDA

On a motion by John Duane, and a second by Michael Throne, the STA TAC unanimously approved the agenda with the following changes:

- Amendment: Agenda Item VI.G, Legislative Update – June 2006
- Addendum: Agenda Item VI.H, Proposed Fare Increase: Route 30 and Solano Paratransit

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

REPORTS FROM CALTRANS, MTC AND STA STAFF

IV.

Caltrans: None presented.

MTC: None presented.

STA: Sam Shelton announced the Solano Transportation for Livable Communities (TLC) Countywide 2006 Capital Program Workshop is tentatively scheduled for July 11, 2006.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Michael Throne, the STA TAC unanimously approved Consent Calendar Items A through H.

Recommendations:

A. Minutes of the TAC Meeting of May 31, 2006

Recommendation:

Approve minutes of May 31, 2006.

B. STA Board Meeting Highlights – June 14, 2006

Informational

C. Updated STA Board and Advisory Committee Meeting Schedule for 2006

Informational

D. Funding Opportunities Summary

Informational

E. Countywide Transit Ridership and Financial Assessment

Recommendation:

Recommend to the STA Board to authorize the Executive Director to:

1. Release a Request for Proposals for a Countywide Ridership Survey and execute a contract with a consultant for a Countywide Transit Ridership Survey not-to-exceed \$100,000.
2. Release a Request for Proposals for a Countywide Transit Finance Assessment Study and execute a contract with a consultant for a Countywide Transit Finance Assessment Study not-to-exceed \$60,000.

F. Solano Paratransit Funding Agreement Amendments

Recommendation:

Recommend the STA Board authorize the Executive Director to execute amendments to the Solano Paratransit service and funding agreement between STA and the City of Fairfield.

G. Fiscal Year (FY) 2006-07 Transportation Development Act (TDA) Article 4/8 Distribution for Solano County

Recommendation:

Recommend to the STA Board to approve the revised TDA Article 4/8 Matrix for FY 2006-07.

H. Fiscal Year (FY) 2006-07 Transportation Fund for Clean Air (TFCA) 40% Program Manager Guidelines and Call for Projects

Recommendation:

Forward a recommendation to the STA Board to approve revised funding amounts for FY 2006-07 TFCA Program Year including \$29,325 for City of Benicia's Shuttle Bus Service, \$90,000 for City of Fairfield's Solano Bikeway Extension, and \$210,000 for Solano Napa Commuter Information Program's Ridesharing Activities.

VI. ACTION ITEMS

A. Priority Projects for Proposed State Bond Categories

Jayne Bauer outlined the various funding categories in the proposed bond and highlighted the parameters for each category and potential Solano County projects to be considered. She stated that in order to position Solano County's priority transportation improvements for potential bond funds, staff recommends that the Solano Transportation Authority (STA) develop and submit a list of local priorities to Caltrans District 4, the Metropolitan Transportation Commission (MTC), and the California Transportation Commission (CTC).

After further discussion, the STA TAC requested the following modifications to the STA Potential Projects List. The STA TAC concurred, and the modifications are as follows:

1. Paul Wiese, County of Solano, requested the following:
 - Add Local Streets and Roads Shortfall under the State-Local Partnership Program.
 - Add 2nd bullet indicating Local Bridges under the Local Bridge Seismic Retrofit Account.
2. Dale Pfeiffer, City of Vacaville, requested the following:
 - Add 6th bullet indicating Vacaville Creekwalk under the Solano TLC Candidate Projects for the Regional Planning, Housing, & Infill Incentive Account.
 - Add 4th bullet indicating Vacaville Creekwalk under the Solano TLC Candidate Projects for the Transit Oriented Development (TOD) Implementation Fund.

In addition, Michael Throne, City of Benicia, requested more time to submit a list of projects for the City of Benicia. Daryl Halls suggested that the STA TAC move forward as proposed, and that staff will consider additional projects to add to the list, if received, prior to the STA Board meeting on July 12, 2006.

Recommendation:

Forward a recommendation to the STA Board to adopt the list of priority projects to be recommended for funding through the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B).

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC approved the recommendation as amended. (The vote was 7 to 1. Michael Throne, City of Benicia, opposed the vote.)

B. 2006 Lifeline Transportation Funding Program

Elizabeth Richards summarized the 2006 Lifeline Project Funding Plan and the funding recommendation made by the Lifeline Advisory Committee at their meeting on June 19, 2006. She indicated that the Lifeline Advisory Committee and STA staff recommends that \$359,000 of the \$1.08 million Lifeline funds be allocated for this cycle.

Recommendation:

Recommend to the STA Board to:

1. Approve the attached (Attachment B) 2006 Solano Lifeline Project Funding Plan;
2. Authorize the Executive Director to submit the Lifeline Project Funding Plan to MTC.

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

C. Draft Solano Transportation Authority (STA) Funding Policy for Regional Interchange and Reliever Route Projects

Janet Adams reviewed the proposed STA funding policy for Regional Interchange and Reliever Route Projects. She indicated that the intent is to provide implementing agencies such as the STA, the seven cities, and the County a uniform policy for funding projects with regionally generated funds.

After discussion, the STA TAC concurred to make the following modifications to the eligible interchange improvements identified in these studies:

- I-80/State Route 113 Interchange
- ~~I-80/I-505 Interchange~~
- I-80/W. Texas Interchange
- State Route 12/Pennsylvania Interchange
- I-80/State Route 37/Columbus Pkwy Interchange
- I-80/I-780/~~Glen Cove Interchange~~ Curtola Interchange
- I-680/Lake Herman Road Interchange

John Duane, City of Suisun City, expressed concern about the proposal to requiring cities to pay for half of the costs of these regional projects and stated that the STA or the State and Federal government should pay for more than half.

Paul Wiese indicated that the Board of Supervisors had discussed this matter at their June 27, 2006 Board meeting, and they were also concerned about having insufficient funds to contribute half of the cost of reliever routes (i.e. North Connector Project/West Segment).

Recommendation:

Forward a recommendation to the STA Board to adopt the Funding Policy Proposal for Regional Interchange and Reliever Routes as outlined in this staff report.

On a motion by Dale Pfeiffer, and a second by Brent Salmi, the STA TAC approved the recommendation as amended shown above in *italic strikethrough*. The vote was 6 to 2, with John Duane, City of Suisun City and Paul Wiese, Solano County, voting no.

D. State Route (SR) 113 Major Investment and Corridor Study

Dan Christians summarized the proposed budget, tasks, and preliminary schedule for the SR 113 Major Investment and Corridor Study. He outlined the local match agreement process between the City of Dixon and the County of Solano as well as the funding agreement with MTC to secure the \$250,000 Partnership Planning grant. He also cited that STA would obtain a qualified engineering/planning firm to assist in the completion of the study.

Recommendation:

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

1. Enter into agreement with the City of Dixon and the County of Solano to provide a local match of \$20,833 each for the State Route 113 Major Investment and Corridor Study.
2. Enter into a funding agreement with the Metropolitan Transportation Commission to secure the \$250,000 Partnership Planning grant.
3. Dedicate \$20,833 *as local match in FY 2006-07 Transportation Development Act (TDA) funds as local match* for the study.
4. Approve the attached preliminary scope of work for the SR 113 Major Investment and Corridor Study
5. Distribute a Request for Proposals for the State Route 113 Major Investment and Corridor Study, select a consultant and enter into an agreement with a qualifying firm to conduct the SR 113 study.

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

Charlie Beck, City of Fairfield, left the meeting at 2:45 p.m. Mike Duncan came forward as the City of Fairfield's voting member.

E. North Connector Transportation for Livable Communities (TLC) Concept Plan

Dan Christians reviewed the development process for the North Connector TLC Concept Plan. He stated that the STA's TLC Plan proposes that a North Connector TLC-type study and enhancements be provided along the entire North Connector. He cited that the improvements and services recommended in the concept plan would be in addition to the basic road infrastructure improvements currently in the environmental and design stages.

Recommendation:

Authorize the Executive Director to issue a Request for Proposals to conduct the North Connector Transportation for Livable Communities (TLC) Concept Plan, select a consultant and enter into a consultant agreement as described in Attachment A at a cost not to exceed \$40,000 of TLC program funds.

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

F. Safe Routes to Schools (SR2S) Study Update, Recommended Steering Committee Appointments and Goals

Sam Shelton provided an update to the Safe Route to Schools (SR2S) Study. He stated that the SR2S Steering Committee made a recommendation at the June 13, 2006 meeting to have the STA Board adopt the set of "SR2S Goals, Policy Actions, and Measurable Objectives. He indicated that the committee also recommended the inclusion of two additional members, an Air Quality representative and a Public Health representative to serve on the committee.

Recommendation:

Forward a recommendation to the STA Board to:

1. Adopt the Safe Routes to School (SR2S) Goals, Policy Actions, and Measurable Objectives as recommended by the SR2S Steering Committee;
2. Appoint Jim Antone as the Air Quality representative and Robin Cox, as the public health representative to the Safe Routes to School (SR2S) Steering Committee.

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

G. Amendment - Legislative Update – June 2006

Jayne Bauer listed the legislative bills that STA is monitoring, including positions on bills already taken by the STA Board. She reviewed the matrix that gives a brief description of the bills, which included latest information on their status as well as lists the positions taken by other key agencies.

Forward a recommendation to the STA Board to take the following positions:

- AB 2444 (Klehs) – *Watch Support*
- SCR 123 (Florez) – Watch

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

H. Addendum - Proposed Fare Increases: Route (Rt. 30) and Solano Paratransit

Elizabeth Richards outlined the implementation and the new fare structure of the proposed fare increases for Fairfield-Suisun Transit's Route 30 and Solano Paratransit. She stated the proposed fares are being included in a series of public meetings held throughout Fairfield and Suisun City in late June and early July.

George Fink, City of Fairfield, commented that the comprehensive fare adjustments are projected to improve the farebox recovery rate for both Rt. 30 and Solano Paratransit.

Dale Pfeiffer, City of Vacaville, requested more time to review and discuss with his transit staff before voting to support it. Staff noted that public hearings were being scheduled.

On a motion by Michael Throne, and a second by Dale Pfeiffer, the STA TAC approved the recommendation. The vote was 7 to 1 with Dale Pfeiffer, City of Vacaville, voting no.

VII. INFORMATION ITEMS

A. Agenda Topics for STA Board Workshop of July 12, 2006

Daryl Halls outlined the key topics to be discussed at the STA Board Workshop scheduled on July 12, 2006. He listed the key topics as 1) The Future of Our Highway Corridors, 2) The Future of Transit Service, 3) Five Steps to Improved Travel Safety, 4) Implementation of Transportation for Livable Communities at the Community Level, 5) Review and Update of Project Funding Priorities Following the Failure of Measure H, and 6) Enhancement of STA's Efforts to Inform, Engage, and Involve the Public Regarding Transportation Issues, Plans, and Projects.

B. State Local Streets and Roads Assessment

Sam Shelton reviewed the California State Association of Counties (CSAC) and the League of California Cities (LOCC)'s proposal to assist in the development of a statewide pavement and non-pavement needs assessment.

VIII. ADJOURNMENT

The meeting was adjourned at 3:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, August 30, 2006.**

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DATE: July 3, 2006
TO: STA Board
FROM: Johanna Masiolat, 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



STA BOARD MEETING SCHEDULE
(For the Calendar Year 2006)

DATE	TIME	DESCRIPTION	LOCATION	STATUS
July 12	5:00 p.m.	STA Board Meeting and Workshop	Suisun City Hall	Confirmed
August	NO MEETING			
September 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 8	6:00 p.m.	STA 9th Annual Awards	TBD - Vacaville	TBD
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed



DATE: July 3, 2006
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Extension of Administrative Services Contract with the City of Vacaville

Background:

Since 1996, Solano Transportation Authority (STA) has contracted with the City of Vacaville to provide administrative support for its accounting and personnel services. These services are reviewed and renewed on an annual basis. The service contract with the City of Vacaville expired June 30, 2006.

Discussion:

The City of Vacaville continues to provide STA with accounting and personnel services at an affordable and cost-effective rate. In addition, the accounting support provided by the City of Vacaville is reduced with the established direct computer link to the City of Vacaville's computer system. This direct computer link enables STA to access all accounting and personnel reports as needed with little staff assistance from the City of Vacaville. With the established link to the City of Vacaville's computer system, the reduced staff assistance, and the cost-effective rate, and with the STA financial staffs ongoing commitment, the continuation agreement for the administrative services with City of Vacaville needs to extend beyond the annual contract of the services.

As a result, STA staff recommends renewal of the administrative services contract with the City of Vacaville for Accounting and Personnel Services to a three-year contract beginning FY 2006-07 through FY 2008-09.

Fiscal Impact:

The contract has a total annual cost of \$48,400 (Accounting Services \$41,200 and Personnel Services \$7,200), a three percent (3%) increase from the prior year. Thereafter, the annual rate for this service agreement will increase by 3%. This expense is allocated to STA Operations & Management 70% (\$33,880) and SNCI 30% (\$14,520) and was included in the approved FY 2006-07 budget and FY 2007-08 proposed budget.

Recommendation:

Authorize the Executive Director to renew the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services to a three-year contract term beginning FY 2006-07 through FY 2008-09.

Attachment:

- A. Agreement for Continuation of Services.

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Board of Directors
Solano Transportation Authority
Suisun City, California

AGREEMENT FOR CONTINUATION OF SERVICES

The City of Vacaville (the City) administrative staff has developed this proposal for continuation of financial and benefits management services for fiscal years 2006/07, 2007/08 and 2008/09. Outlined below are the services to be provided by the City on behalf of the Solano Transportation Authority (the Authority), along with the related compensation. Once the contract is initiated, City will invoice the Authority quarterly, in advance, for ongoing financial processing and benefits management services provided by City pursuant to this agreement. Subsequent to approval of the invoice from the City by the Authority's Executive Director, the amount approved for payment will be deducted from the Authority's pre-designated accounts via journal entry. No amounts other than the approved quarterly fee amount will be deducted from the Authority's accounts without prior approval by the Authority's Executive Director. The quarterly fee amount will be 1/4th of the annual contract fee amount specified below

The City serves only as a processing entity for the Authority's financial transactions; the proposed fee reflects this change in service levels. Limited assistance may be provided in the interpretation of financial records, review of financial activity and assistance with the year-end audit at an hourly rate of \$100 but only if resources are available. The Authority may use the attached Task Order (Exhibit A) to request from the City an estimate of the cost to provide additional services.

With respect to accounting services provided pursuant to this agreement, the City's primary responsibility is for processing accounting and payroll transactions and providing standard accounting reports to the Authority. (See listing of standard monthly financial reports below.) Authority management maintains complete responsibility for establishing, maintaining and enforcing the internal accounting controls over the accounting and payroll transactions submitted by the Authority to the City. Unless expressly agreed to in writing, the City will not be responsible for maintaining or enforcing the Authority's accounting and payroll related policies, procedures and controls.

Financial Processing Services

Ongoing financial services will entail the following:

- Processing payroll reporting including disbursements and year-end reporting (W-2), PERS reporting and transmittals, Federal and State taxes, claims processing for deductions, reconciliations of payroll liabilities, electronic transmittals and bank reporting requirements. The City is not responsible for enforcement of Authority's employee policies and procedures or accuracy of timesheet account coding provided by the Authority. The City will provide the Authority payroll reports (i.e. labor distribution, payroll registers, PERS reporting) for each pay period.
- Processing accounts payable disbursements and year-end analysis and reporting for IRS 1099 requirements, Franchise Tax Board requirements and bank reporting requirements. The City will provide check register copies for each Authority check run.

- Processing purchasing requests based on specifications provided by the Authority (this does not include competitive bidding processes or request for contracted service proposals, i.e. audit services).
- Management of the Authority's cash deposits consistent with the investment policies and practices of the City.
- With STA being provided VPN access, STA will run the financial reports they feel necessary from the City's accounting system. The Authority will need to contract directly with Eden if customized reports are necessary.
- Processing journal entries (including budget entries) as provided on a monthly basis. Journal entries must be submitted in prescribed format as defined by City. All back-up documentation for the journal entries will be the sole responsibility of the Authority and will be maintained by the Authority. Copies of journal entries processed by the City will be provided to the Authority on a monthly basis. All journal entries required for a particular month-end close shall be submitted by the 5th of the following month to be included in that month-end close. Any journal entry requests that are incomplete will be returned to the Authority for clarification and shall include in writing the reason for which it is being returned. The City will not be responsible for identifying any year-end entries (i.e. accounts payable and receivable accruals, compensated absences calculation). Any such entries should be included as a journal entry request from the Authority and any subsequent reversals should also be requested by the Authority.

As noted above, if any services are requested outside of the scope of the items mentioned above, including computer VPN access and IT tech support, the Authority will be billed an additional fee at the hourly rate of \$100, City resources permitting. Any services that require special handling and/or accelerated timetables may result in additional fees as well. The rate quoted in this document is based on routine handling of day-to-day accounting activities. Any Accounts Payable special check request outside of the previously published check run schedule will result in a special check fee (currently \$50 per check). Also, any requests for financial services including payroll and accounts payable check processing as well as purchasing requests will be provided to the City with a sufficient lead time to be processed within pre-established schedules whenever possible. Any special handling will need to be communicated in writing/e-mail to City staff and may result in additional fees to the Authority.

The fee for ongoing financial services will be \$41,200 for fiscal year 2006/07, \$42,400 for fiscal year 2007/08, and \$43,700 for fiscal year 2008/09 including the following: cashiering (which includes the processing of cash receipts as well as the daily deposits to Bank of America), payroll administration (which includes time entry, processing, reporting and supervision), accounts payable (which includes invoice entry, processing, reporting and supervision), purchasing (which includes purchase order entry, processing and supervision), journal entry and providing standard monthly financial reports. The ongoing financial processing services fee will be journalized quarterly, upon approval by the Authority Executive Director, at a rate of ¼ of the annual fee/quarter to an account requested by the Authority at the beginning of the fiscal year. Either party can cancel this contractual agreement with 90 days notice.

The City will provide up to sixteen (16) hours of direct year-end audit assistance to the Authority's outside auditors without additional charge. All reconciliations (other than cash and payroll related liabilities), monthly reviews and reporting will be the responsibility of the authority. All year-end workpapers (i.e. fixed assets, compensated absences) are

the responsibility of the Authority. Journal entry requests may be submitted on a monthly basis directly to the City in a prescribed format.

In the event the Authority needs access to original accounting records (i.e. timesheets, original invoices, journal entries), then the Authority will notify the designated City contact and may send an Authority employee to photocopy those records.

Benefit Management

The Human Resources Division of the Administrative Services Department agrees to provide services to the Authority relative to routine salary and benefit administration, and occasional advice and guidance on general human resources matters.

Administration and implementation of employee salary and benefit programs will include the following services:

1. Benefit summary updates
2. Maintenance of personnel files as directed by Authority
3. New employee benefit orientations
4. Retirement enrollments, reconciliations, and terminations
5. PERS health insurance administration
6. City dental and vision plan administration
7. Life insurance administration
8. Long term disability insurance administration
9. Deferred compensation (401a and 457) enrollments and reconciliation
10. Unemployment insurance set-up and reconciliation
11. Workers' compensation reconciliation only (administration of Workers' Compensation claims and benefits are handled through the State Fund)
12. PERS Liaison for Retirement and Health contract issues
13. Employee Exits – Terminations/Resignations/Retirees
14. Personnel transaction processing – including salary range and position set-up upon initial hire, and implementation of pro-active pay adjustments such as changes in salary step, promotions, reclassifications and demotions. Retroactive pay adjustments will be charged separately as described below.
15. Any change to benefit rates during the fiscal year will be communicated in writing or e-mail to Authority's Administrative Services Director.

On an occasional and short-term basis, and as determined reasonable by the Human Resources Manager and Authority's Executive Director, Authority staff may discuss personnel matters with City Human Resources staff to obtain assistance and guidance on issues such as recruitment, hiring, accommodation, performance, discipline, and other personnel matters.

The Authority agrees to pay the City \$7,200 in compensation for the above services for fiscal year 2006/2007, \$7,400 for fiscal year 2007/08, and \$7,600 for fiscal year 2008/09. Per discussions with Authority management, other services beyond the scope of this agreement, including the implementation of retro-active pay adjustments, the development of special reports, and the involvement of Human Resources staff in extensive research, meetings, or discussions, will be charged separately at \$100 an hour for any such services. These services will be performed only if specifically authorized in writing/e-mail by the Authority and agreed to by the City. Upon request,

the City will provide the Authority with an estimate of the cost to provide such additional services.

The annual benefit management fee will be journalized quarterly, upon approval by the Authority's Executive Director, at a rate of ¼ of the annual fee /quarter to an account requested by the Authority at the beginning of the fiscal year. No additional fees will be billed to the Authority without prior approval.

Expansion of Services

If the Authority expands its function or acquires additional grant or other revenue sources which necessitate additional service by the City, renegotiation of fees, including set-up fees, may be necessary.

By: _____

Daryl K. Halls
Executive Director
Solano Transportation Authority

By _____

Kenneth R. Campo
Finance Manager
City of Vacaville

Date: _____

Date: _____



DATE: June 27, 2006
TO: STA Board
FROM: Charles Lamoree, Legal Counsel
SUBJECT: Approval of Updated STA Human Resources Handbook

Background/Discussion:

On your consent calendar this evening is a proposed new Human Resources Handbook to replace STA's existing Personnel Rules. In conjunction with Koff and Associates, Daryl Halls, Susan Furtado and I have prepared a revision to STA's personnel guidelines and rules.

While this is a large document, it does not change much from the existing rules although it does re-organize the various policies in a more orderly fashion and, most importantly, it expands and clarifies the existing personnel rules. There are only three completely new sections: 1.) maternity leave; 2.) STA employees eligible for transit vouchers, and reimbursement if the STA employee uses transit or other alternative modes for commuting to STA; and 3.) Addition of a no smoking policy. There is also a minor change in "caps" for leave accumulation to provide consistency.

Recommendation:

Approve the updated STA Human Resources Handbook.

Attachment:

- A. Draft Solano Transportation Authority Human Resources Policy Handbook (July 2006)
(To be provided under separate enclosure.)

**A copy of the
Draft Solano Transportation Authority Human
Resources Policy Handbook
has been provided to the STA Board members
under separate enclosure.**

**You may obtain a copy of the
Draft Solano Transportation Authority Human
Resources Policy Handbook
by contacting the STA office at
(707) 424-6075.**

Thank you.



DATE: June 28, 2006
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Fiscal Year (FY) 2006-07 Transportation Development Act (TDA)
Article 3 Program

Background:

On June 14, 2006, the STA Board approved the FY 2006-07 Transportation Development Act (TDA) Article 3 funding for the following projects:

FY 2006-07 TDA Article 3 Approved Projects			
Mode	Agency	Project	Approved 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

TDA funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent (2%) of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. 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). As part of the final approval of funds, the Solano Transportation Authority (STA) submits a Countywide Coordinated TDA Article 3 application that includes TDA Article 3 applications for each of the projects.

Discussion:

A signed resolution affirming the approved TDA Article 3 projects is required by the STA Board to complete the STA's Countywide Coordinated TDA Article 3 application. Attachment A is a resolution that will satisfy this requirement and formalizes the STA Board's action approving the projects. Upon approval by MTC, project sponsors will be eligible to claim a reimbursement in the amount specified for each project.

Recommendation:

Approve STA's FY 2006-07 TDA Article 3 Resolution No. 2006-02.

Attachment:

- A. Solano Transportation Authority FY 2006-07 TDA Article 3 Resolution.

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RESOLUTION 2006-02

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE SUBMITTAL OF THE COUNTYWIDE COORDINATED
CLAIM TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR
THE ALLOCATION OF FISCAL YEAR 2006-07 TDA ARTICLE 3
PEDESTRIAN/BICYCLE PROJECT FUNDS TO CLAIMANTS IN SOLANO
COUNTY**

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 875, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 875, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in Solano County, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; now, therefore, be it

RESOLVED, that the Solano Transportation Authority approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the Solano Transportation Authority approves the submittal to MTC, of the fiscal year 2006-07 TDA Article 3 countywide, coordinated claim for Solano County, composed of the following required documents:

- A. Transmittal letter;
- B. A certified copy of this resolution, including Attachment A;
- C. One copy of the governing body resolution, and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. A description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim.

Len Augustine, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of July 12, 2006.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 12th day of July 2006 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

Attachment A

	Short Title Description of Project	TDA Article 3 Amount
1.	City of Fairfield- Union Avenue Pedestrian Improvements, Phase II	\$25,000
2.	City of Fairfield- West Texas Street Gateway Project	\$50,000
3.	City of Fairfield- McGary Road Bicycle/Pedestrian Project	\$25,000
4.	Solano County- Abernathy Road Bridge	\$50,000
5.	Solano County-Vacaville-Dixon Bikeway, Phase I	\$152,000
6.		
7.		
8.		
9.		
10.		
11.		
12.		
	Totals	\$302,000

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DATE: July 3, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Countywide Transit Ridership and Financial Assessment

Background:

In Fiscal Year (FY) 2005-06 the Solano Transportation Authority (STA) led an effort to develop a consistent methodology for cost-sharing of Solano County intercity transit routes. All Solano County intercity transit services are operated by just a few local jurisdictions, yet all local jurisdictions contribute Transportation Development Act (TDA) funds to at least one intercity route. The Intercity Transit Funding (ITF) Working Group was formed by representatives from each Solano County city and the County of Solano to work on this multi-jurisdictional project.

The original purpose of the ITF Working Group was to develop a uniform methodology for shared funding of Intercity Transit Services. This was complicated due to the issue of overall rising costs and potential service changes. To maintain the ITF Working Group's focus, three principles were developed and approved by the STA Board. After many months of work to determine intercity route costs, revenues, ridership, service changes, cost-sharing options and more, a comprehensive Intercity Transit Agreement was reached for one year. In June 2006, the STA Board approved an Intercity Transit Funding Agreement for FY 2006-07.

Discussion:

The Intercity Transit Funding Agreement was secured for only one year. Of the three principles approved by the STA Board, the long-term cost-sharing needs to be addressed in FY 2006-07. To secure a longer-term agreement, additional data needs to be collected to address several concerns that came up during the development of the first Intercity Transit Funding Agreement.

The two most primary pieces of data that need to be collected are ridership and financial. Ridership data needs to be collected on at least two levels. All routes (local and intercity) need to have comprehensive stop-by-stop ridership counts (on/offers) collected at the same time. This data will capture a complete picture of where the ridership is and how it compares across routes and systems. Route level passenger performance, actual boardings by jurisdiction and relative boardings by jurisdiction can be determined. In addition, an on-board survey will need to be conducted to collect passenger residence, ultimate destination, access to transit data, and other information. This will offer more information that could potentially be used for cost-sharing factors in a long-term intercity cost-sharing methodology. The target timeframe to collect this data is late October/early November 2006. Collection of the data at this time will provide time for ridership to

settle after several fare and service changes throughout the county are implemented while allowing time to compile the data early enough in the fiscal year so that there is time to use it in the development of a new intercity transit route cost-sharing methodology.

The second study that needs to be completed is a Countywide Transit Assessment Study. Throughout the development of the FY 2006-07 Intercity Transit Funding Agreement, there were a number of issues raised related to costs of routes: how costs are allocated among routes, how costs are allocated between local vs. intercity routes. These are:

1. How costs are allocated among routes;
2. How costs are allocated between local vs. intercity routes;
3. How overhead rates are applied; and
4. What is included?

This study would provide a third-party review of these and other financial issues to increase the level of understanding and confidence of costs among intercity transit funding partners. Completing this study early in the fiscal year is critical so that the results are available before determining the cost-sharing methodology for FY 2007-08.

For both these efforts, STA staff plans to continue to partner with the Intercity Transit Funding Group to refine the survey tools and scopes of work. To secure consultants in a timely manner and meet the overall schedule of the multi-year intercity transit funding agreement effort, staff is requesting authorization to release Requests for Proposals for a Countywide Transit Ridership Survey and a Countywide Transit Finance Assessment Study at this time.

Fiscal Impact:

These studies will be funded with the State Transit Assistance Funds (STAF). These two studies were included in the list of projects the STA Board approved in June 2006 to be funded with FY 2006-07 Northern Counties STAF funds.

Recommendations:

Authorize the Executive Director to:

1. Release a Request for Proposals for a Countywide Ridership Survey and execute a contract with a consultant for a Countywide Transit Ridership Survey not-to-exceed \$100,000.
2. Release a Request for Proposals for a Countywide Transit Finance Assessment Study and execute a contract with a consultant for a Countywide Transit Finance Assessment Study not-to-exceed \$60,000.

Attachments:

- A. Countywide Transit Ridership Survey Preliminary Draft Scope of Work
- B. Countywide Transit Finance Assessment Study Preliminary Draft Scope of Work



INTERCITY TRANSIT RIDERSHIP STUDY

Preliminary Draft SCOPE OF SERVICES

Introduction

The Solano Transportation Authority (STA) is a joint powers authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano. The STA serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning and programming of State and Federal funding for transportation projects within the county. Through its SolanoLinks Transit Consortium, the STA coordinates various fixed route and Solano Paratransit Services.

Background

Twelve intercity transit routes are currently operated in Solano County by four different public transit operators. The subsidies required to operate these routes are shared by the eight local jurisdictions in the County. Over the past year, STA, the transit operators and local jurisdictions (the Intercity Transit Funding Group) began developing an intercity transit funding agreement. After considering different formulas for subsidy sharing using several factors, the Intercity Transit Funding Group agreed to use a formula for Fiscal Year (FY) 2006-07, and agreed that additional study would be required for future year funding agreements. Specifically, the group determined that a ridership survey was necessary to meet the goals set forth for developing the formula underlying the Intercity Transit Funding Agreement. STA will manage the ridership study, relying on the Intercity Transit Funding Group for input to the study scope, survey methods and instruments, and coordination of fieldwork. The results of the ridership study are needed for development of a multi year intercity transit funding agreement beginning in FY 2007-08.

A description of the transit services included in the current Intercity Transit Funding Agreement is included in Attachment 1. A list of all existing intercity transit routes and local routes are included in Attachment 2. Between July and October 1st, a series of fare and service changes will be implemented throughout Solano County.

Draft Work Tasks

The purpose of the ridership study is to determine where and when customers use transit, and who uses transit. As currently envisioned, the study will include a count of passenger boardings and alightings (on/off counts) and an on-board survey. In addition to serving as data input to an intercity transit funding formula, the ridership study will assist STA and the transit operators in measuring route performance, route planning and scheduling.

The scope of the ridership study includes all local and intercity transit routes and the Vallejo ferry/bus route to San Francisco as described in Attachment 2. All ridership counts are expected to be conducted within a two week period and include all trips on all days of service. The current goal is to collect data late October/early November 2006.

On-board survey questions shall include origin and destination, rider demographics, trip purpose, fare payment, and access to the intercity transit route. A sample of the types of questions that might be considered for an on-board survey are shown in Attachment 3. It will be conducted within the same time period as the ridership accounts.

Tasks

The tasks listed below may be performed in parallel, or may be re-sequenced. Respondents to this RFP should present their proposal for sequencing tasks and any additional or substitute tasks that may be necessary for the ridership study.

1. Confirm Project Goals and Finalize Scope of Services and Work Plan
2. Identify Related Transit Survey Activities and Coordinate.
3. Identify Passenger Counting, Survey Techniques and Recommend Approach
4. Draft/Finalize On-Board Survey and Review with Intercity Transit Funding (ITF) Group
5. Prepare On-Board Survey Plan and Passenger Count Plan
 - a. Study Population
 - b. Sample Size
 - c. Operations Coordination
 - d. Passenger Notification
 - e. Staffing/Supervision Plan
 - f. Quality Control
 - g. Data Compilation
6. Identify Format of Reports from Surveys and Counts
7. Conduct On-Board Survey and Passenger Counts
8. Review Survey Results for Completeness and Tabulate Data
9. Prepare Ridership Study Reports
10. Summarize Results for presentation to STA staff, ITF Group and Governing Boards

All Solano Operated Intercity Transit Routes in Proposed Funding Agreement

Only routes between two cities in Solano County

Eight (8) Total Intercity Service		
	75 (70)	Benicia- Vallejo- Pleasant Hill BART station
	20	Fairfield- Vacaville
	30	Fairfield- Vacaville- Dixon- Davis- Sacramento
	40	Fairfield- Vacaville- Pleasant Hill BART station
	50	Rio Vista- Suisun City- Fairfield- Isleton
	85	Vallejo- Fairfield (Solano Community College)
	90	Vallejo- Fairfield- El Cerrito del Norte BART
	91	Vacaville- Fairfield- El Cerrito del Norte BART



**Summary of Solano Operated
Local and Intercity Fixed-route Transit Services**

Transit Operator	Local	Intercity
Benicia Breeze	15,16,17,18	23, 75
Dixon Rendi-Ride	N/a	N/a
Fairfield Suisun Transit	1a/1b, 2, 3a/b,4,5,6,7	20,30,40,90
Delta Breeze (Rio Vista)	51	50, 52
Vacaville City Coach	1,2,3,4,5,6,7,	N/a
Vallejo Transit	1,2,3,4,5/7, 6/8,9	80,85,92, Baylink Ferry, 200
TOTAL	26	13

Attachment 3: Draft On-Board Transit Survey



RT Op/# _____
Day _____
Trip _____
Dir _____

2006 ON BOARD TRANSIT SURVEY

The Solano Transportation Authority, and your local operators, want your help to improve transit service by answering the questions below and returning this form before you get off the bus. All responses are confidential.

Please fill out this form each time you get one.

Thank you.

PLEASE ANSWER THESE QUESTIONS FIRST

1. Where are you coming from?

- | | |
|-----------|-----------------------------|
| 1. Home | 4. Shopping |
| 2. Work | 5. Recreation/visit friends |
| 3. School | 6. Other (specify: _____) |

2. What is the address of that place?
(Specify street name AND cross street OR address)

Street No. Street Name

Nearest Cross StreetCity

3. What is the zip code where you live? _____

4. Where are you going?

- | | |
|-----------|-----------------------------|
| 1. Home | 4. Shopping |
| 2. Work | 5. Recreation/visit friends |
| 3. School | 6. Other (specify: _____) |

5. What is the address of that place?
(Specify street name AND cross street OR address)

Street No. Street Name

Nearest Cross StreetCity

6. Where did you get on THIS bus?
(Specify street name AND cross street OR address)

7. How did you get to THIS bus?

- | | |
|-----------|---------------------------|
| 1. Home | 5. Drove alone |
| 2. Work | 6. Carpooled, then parked |
| 3. School | 7. Was dropped off |
| 4. Walked | 8. Other (specify: _____) |

8. Where will you get off THIS bus?

(Specify street name AND cross street OR address)

9. After you get off THIS bus, will you:

- | | |
|--------------------------------|-------------------------------|
| 1. Transfer to bus route _____ | 5. Drive alone |
| 2. Transfer to rail | 6. Carpool (ride with others) |
| 3. Transfer to ferry | 7. Be picked up |
| 4. Walk _____ blocks | 8. Other (specify: _____) |

10. Did you have a car that you could have used today instead of the bus?

1. Yes 2. No

11. How did you pay to use THIS bus?

- | | |
|------------------|---------------------------|
| 1. Transfer slip | 3. Monthly pass |
| 2. Cash | 4. Other (specify: _____) |

12. How often do you ride the bus?

_____ days a week Less than one day per week

13. Are you:

1. Male 2. Female

14. Do you consider yourself:

- | | |
|-------------------------|------------------------------------|
| 1. Hispanic | 3. Asian (non-hispanic) |
| 2. White (non-hispanic) | 4. African-American (non-hispanic) |
| | 5. Other (specify: _____) |

15. What is your age? _____

16. What is the total yearly income of all the people in your home?

- | | |
|------------------------|------------------------|
| 1. Under \$10,000 | 5. \$40,000 - \$49,999 |
| 2. \$10,000 - \$19,999 | 6. \$50,000 - \$59,999 |
| 3. \$20,000 - \$29,999 | 7. \$60,000 or more |
| 4. \$30,000 - \$39,999 | |

17. How do you rate transit service in your area?

1. Good 2. Average 3. Poor

18. How many vehicles are available for use by all the people in your home?

_____ vehicles

19. Have you previously filled out this form for THIS bus route?

1. Yes 2. No

20. Comments:



INTERCITY TRANSIT FINANCE ASSESSMENT STUDY

Preliminary Draft SCOPE OF SERVICES

Introduction

The Solano Transportation Authority (STA) is a joint powers authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano. The STA serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning and programming of State and Federal funding for transportation projects within the county and through its SolanoLinks Transit Consortium, coordinates various fixed route and Solano Paratransit Services.

Background

Twelve intercity transit routes are currently operated in Solano County by four different public transit operators. Each of these transit operators is housed within City governments. The subsidies required to operate eight of the twelve intercity routes are shared by the eight local jurisdictions in the County. Over the past year, STA, the operators and local jurisdictions (the Intercity Transit Funding Group) began developing an intercity transit funding agreement. After considering different formula for subsidy sharing using several factors, the Intercity Transit Funding Group agreed to use a formula for Fiscal Year (FY) 2006-07, and agreed that additional study would be required for future year agreements. Specifically, the group determined that a financial assessment of transit operators would be necessary to meet the goals set forth for developing the formula underlying the Intercity Transit Funding Agreement. STA will manage the finance assessment study, relying on the Intercity Transit Funding Group for input to the study scope, study approach, coordination and collection of financial data. The results of the finance assessment study is needed for the FY 2007-08 intercity transit funding agreement and for a forthcoming Transit Consolidation Study.

A description of the transit services included in the FY 2006-07 Intercity Transit Funding Agreement are included in Attachment 1.

Draft Work Tasks

The purpose of the finance assessment study is to determine how to assign costs, revenues, and cost-based performance measures at the route level. Typically costs and revenues are determined at the system level, but for the intercity transit funding agreement more detailed financial information is needed. During the development of the FY 2006-07 Intercity Transit Funding Agreement, to determine costs at the route level it was agreed to use the Regional Measure 2 (RM 2) cost allocation model. Even with that level of agreement, there were still issues of consistency among operators on how costs

were allocated at the route level. As currently envisioned, the study will address how overhead and other costs are assigned to transit systems as well as how they are distributed among types of transit (local, intercity, paratransit, etc.), down to the route level. In addition to serving as data input to an intercity transit funding formula, the finance assessment study will assist STA and the transit operators in measuring route performance and cost sharing.

The scope of the finance assessment study would include, at minimum, the four intercity transit operators described in Attachment 1.

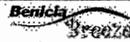
Tasks

The tasks listed below may be performed in parallel, or may be re-sequenced. Respondents to this Request for Proposal (RFP) should present their proposal for sequencing tasks and any additional or substitute tasks that may be necessary for the finance assessment study.

1. Confirm Project Goals and Finalize Scope of Services and Work Plan
2. Identify Key Data Needs and Recommend Approach to Data Collection
3. Meet with Intercity Transit Funding Group to Discuss Approach and Coordination
4. Collect Financial Data from Transit Operators
5. Review and Analyze Financial Data
6. Contrast, Compare, and Summarize Financial Data Among Transit Operators and Relative to Industry Practices
7. Identify Format of Reports to be Generated from Financial Data Collected and Analyzed
8. Review Data for Completeness and Tabulate Data
9. Prepare Finance Assessment Report(s)
10. Summarize Results for Presentation to STA staff, Intercity Transit Funding Group, and Governing Boards

**All Solano Operated Intercity Transit Routes
in Proposed Funding Agreement**

Only routes between two cities in Solano County

Eight (8) Total Intercity Service		
	75 (70)	Benicia- Vallejo- Pleasant Hill BART station
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	50	Rio Vista- Suisun City- Fairfield- Isleton
	85	Vallejo- Fairfield (Solano Community College)
	90	Vallejo- Fairfield- El Cerrito del Norte BART
	91	Vacaville- Fairfield- El Cerrito del Norte BART



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DATE: July 3, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Paratransit Funding Agreement Amendments

Background:

Through an agreement with the Solano Transportation Authority (STA), Fairfield-Suisun Transit (FST) operates Solano Paratransit on behalf of the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the County of Solano. Each of these agencies contribute local Transportation Development Act (TDA) funds for this service. Over the years, the STA has secured a variety of other funds for this service including federal Section 5310 grants for new buses and Regional Paratransit State Transit Assistance Funds (STAF). An updated multi-year funding agreement was executed in Fiscal Year 2005-06.

Solano Paratransit operates Monday-Saturday providing intercity Paratransit service between the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the unincorporated areas in the central and eastern portion of Solano County.

The current Solano Paratransit agreement between the STA and FST covers the timeframe from FY 2005-06 through FY 2007-08 with an option to extend the contract for 2 additional years. The agreement provides guidance on the roles and responsibilities of the two agencies. FST operates the service in concert with its local paratransit service (called Dial-a-Ride-Transit or DART) and subsidized taxi program. The STA provides general oversight and coordinates funding for the service.

Discussion:

The agreed-upon methodology for sharing the cost of Solano Paratransit among the six participating jurisdictions is based on three factors: population, number of trips, and average trip length. As these factors change over time, the percentage of shared cost is updated periodically. The methodology was due for updating and this was completed for FY 2006-07.

The multi-year Solano Paratransit agreement was executed with costs, revenues, and funding shares for FY 2005-06 through FY 2007-08. The cost, revenues, and funding shares for all the years beyond FY 2005-06 were projections. Updated financial data for FY 2006-07 has been received from FST. The projected net cost for Solano Paratransit in FY 2006-07 is \$569,213. In addition, FST projected \$25,051 in expenditures above the original FY 2005-06 budget and requested these costs be covered.

To cover the FY 2005-06 projected deficit of \$25,051, the STA Board has approved \$10,000 of Regional Paratransit STAF for FST to reduce the deficit. This leaves \$15,061 to be shared by the six funding partners.

The balance of the FY 2005-06 deficit and the projected net cost for FY 2006-07 were combined to determine the total amount of cost (\$584,264) to be shared by funding partners in FY 2006-07. The combination of the new FY 2005-06 net cost projections presented by FST (minus the STAF allocation) combined with the new cost-sharing factors generated the new cost shares. These have been approved by the STA Board as part of the TDA Matrix and the STAF Allocation Amendment on June 14, 2006. The purpose of this action is to amend the agreement.

The second amendment to the Solano Paratransit agreement addresses vehicle procurement. The STA has submitted, and has had approved, Federal Transit Administration (FTA) Section 5310 applications to fund the purchase of paratransit vehicles for Solano Paratransit. The vehicles' titles remain with the STA but are leased for operation as part of the FST fleet. To maintain fleet consistency, the Solano Paratransit vehicles are similar to those purchased by FST for their DART service. This amendment authorizes that FST procure the paratransit vehicles on STA's behalf.

Fiscal Impact:

The amendment concerning the cost-sharing would make the contract consistent with the Solano Paratransit cost-sharing already approved by the STA as part of the approval of the TDA matrix in June 2006. The amendment concerning vehicle procurement establishes a process to minimize the cost to secure Solano Paratransit vehicles in the short-term (initial purchase by purchasing jointly) and long-term by building upon a consistent fleet of vehicles that can be more efficiently maintained.

Recommendation:

Authorize the Executive Director to execute amendments to the Solano Paratransit service and funding agreement between STA and the City of Fairfield.

Attachment:

- A. Draft Update of Solano Paratransit Funding Agreement, Exhibit C

Exhibit C: ESTIMATED FUNDING SHARES FOR SOLANO PARATRANSIT

	FY 05-06	FY 06-07 ³	FY 07-08	FY 08-09 Option Yr 1	FY 09-10 Option Yr 2
Total Cost	499,453	594,264	597,674	627,557	658,935
Revenues					
Fares	21,098	24,254	25,467	26,740	28,077
STAF		10,000	0	0	0
Total Revenues	21,098	24,254	25,467	26,740	28,077
Net Subsidy Required (cost minus revenues)	478,355	584,264	572,207	600,817	630,858
TDA Subsidy Shares^{1,2}					
Dixon	\$29,180	36,484	34,332	36,049	37,851
Fairfield	\$191,151	231,925	228,883	240,327	252,343
Rio Vista	\$9,615	9,691	11,444	12,016	12,617
Suisun City	\$45,683	65,430	62,943	66,090	69,394
Vacaville	\$175,126	218,331	211,717	222,302	233,418
County of Solano	\$27,601	22,403	22,888	24,033	25,234
Total Subsidy Shares	478,356	584,264	572,207	600,817	630,858

Notes:

- 1 Based on population, trips, and mileage share formula adopted in June 2002. Subsidy shares will be calculated annually to update costs, fare revenue, population, and trip factors. The mileage factor will be calculated not more frequently than once every two years. Updated for FY2006-07.
- 2 For purposes of this estimate, the relative funding shares are assumed to remain constant over the five year period.
- 3 FY2006-07 Cost & Subsidy Shares include \$25,051 FY2005-06 deficit. The \$10,000 STAF was allocated in FY2006-07 to reduce the impact of the deficit on funding partners.

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DATE: July 3, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2006-07 Transportation Development Act (TDA)
Article 4/8 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.

Although each agency within Solano County and the Solano Transportation Authority (STA) submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to the Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., paratransit, STA transportation planning, express bus routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix 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 possibly even lowered as was the case in FY 2005-06. Because of this, operators were encouraged to be cautious in their assumption of the full TDA amount.

The TDA matrix FY 2006-07 revenue estimate and carryover are based on MTC's February 2006 estimate that has been approved by MTC. Much of the initial TDA matrix was driven by the parallel effort of the Intercity Transit Funding Group which developed, for the first time, a methodology for sharing costs for intercity routes. The matrix reflects the amounts for each intercity route by jurisdiction. The matrix was initially approved by the STA Board at their June 14, 2006 meeting.

Discussion:

Not all jurisdictions were included on the initial TDA matrix. Only those jurisdictions who had prepared enough of their TDA claim had the data available. At this time, several more jurisdictions have submitted their TDA claim information and the TDA matrix needs to be updated. This update includes data from the County of Solano, City of Vallejo, and City of Suisun City.

TDA claims must also be reviewed by the STA's Paratransit Coordinating Council (PCC). The PCC normally meets every other month on odd numbered months. Their next regularly scheduled meeting would fall in late July. To facilitate outstanding TDA claims, the PCC held a special meeting on June 30th in place of their July meeting. The next PCC meeting won't be until September. The June PCC meeting gave the opportunity for TDA claims to be reviewed before the fiscal year ends and meet MTC's deadlines for early allocation of TDA and STAF funds.

Subsequent to the Technical Advisory Committee (TAC) and Consortium review of the TDA matrix, the remaining jurisdiction (City of Dixon) has provided the information needed to complete the TDA matrix for FY2006-07. The additional data from Dixon does not affect any other jurisdiction and its inclusion would complete the TDA matrix for FY 2006-07.

Fiscal Impact:

The TDA Matrix is the referral document MTC uses to check Solano jurisdictions' TDA claims. If this version of the matrix is not approved in July, it will delay the processing of Solano TDA claims. The subsequent release of TDA and STAF funds claimed through this process would also be delayed which would be very detrimental to local jurisdictions' finances as well as the STA which receives TDA and STAF funds for transit planning, administration, and marketing.

Recommendation:

Approve the final TDA Article 4/8 Matrix for FY 2006-07.

Attachment:

- A. TDA Article 4/8 Matrix for FY 2006-07 (Provided under separate enclosure.)

**A copy of the
Transportation Development Act (TDA) Article 4/8
Distribution for Solano County
has been provided to the STA Board members
under separate enclosure.**

**You may obtain a copy of the
Transportation Development Act (TDA) Article 4/8
Distribution for Solano County
by contacting our office at
(707) 424-6075.**

Thank you.

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DATE: June 28, 2006
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Fiscal Year (FY) 2006-07 Transportation Fund for Clean Air (TFCA) 40%
Program Manager Funds

Background:

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) program annually provides funding to cities and counties within its jurisdiction for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. Funding for the TFCA program is provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. Forty percent of the funding generated in the Bay Area is dedicated to Program Manager projects approved by the county Congestion Management Agencies (CMA).

On May 10, 2006, the STA Board approved the following Fiscal Year (FY) 2006-07 TFCA 40% Program Manager projects for Solano County:

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.

However, before the funding is approved by the BAAQMD a cost effectiveness analysis is conducted by the Air District for each project. Unfortunately, the Allied Waste Service's proposed project did not qualify under the Air District's regulations and the \$17,000 originally approved by the STA Board for this project was added back to the STA TFCA Program Manager fund balance. The Air District also indicates that the actual remaining unallocated funds for FY 2006-07 includes an additional \$14,325 which would total \$30,325 of unprogrammed TFCA funds when added to the \$17,000 from the cancelled Allied Waste project.

Discussion:

Under the new TFCA Program Manager fund guidelines, any unallocated balance from the Program Managers (i.e. STA) will be allocated by the Air District to the Regional TFCA program after six months. Program Managers have the option to issue a second call for projects to distribute the unallocated balance or to add funds into an already approved projects.

Rather than have an additional call for projects for the remaining \$30,311 and after discussing this matter with the FY 2006-07 project applicants, STA staff resubmitted the approved

TFCA Program Manager projects to the Air District with revised funding amounts. Based on the amounts requested and the preliminary cost effectiveness calculations for each project, staff has revised the funding amounts as follows:

1. \$29,325 for Benicia's Shuttle Bus Service: Vallejo Ferry to Benicia's Industrial Park;
2. \$90,000 for Fairfield's Solano Bikeway Extension- McGary Road project; and
3. \$210,000 for Solano Napa Commuter Information (SNCI) Program's Rideshare Activities.

These adjustments were necessary in order to meet the Air District's very tight deadline (approximately one week turn-around) to submit the revised project amounts and to allow for an increase in only those projects submitted for TFCA funds for FY 2006-07. STA staff would not have had the flexibility of adding the additional \$31,311 to the projects if the Air District had approved the projects as originally proposed. In all likelihood, the remaining \$31,311 would have had to be returned back to the Air District due to the difficulties of reallocating funds to the approved projects and of having any new qualified projects submitted for the program with a relatively minor funding amount to allocate.

The City of Benicia requested a total of \$50,000, however, it is difficult for shuttle projects to qualify for a large allocation of funds without longer trip reductions and higher ridership counts. STA staff coordinated with Benicia's Transit Manager and staff from the Air District to increase the original allocation of \$25,000 to \$29,325. The City of Fairfield requested \$100,000 for the Solano Bikeway Extension and was approved for an original allocation of \$78,000. Since then the project was also recommended for Transportation Development Act Article 3 Funds, and to augment these funds and complete the total project request, STA staff increased the original allocation amount to \$90,000. STA staff also increased SNCI's allocation with the remaining balance of Solano County Program Manager funds to meet their growing need to meet increased demands for ridesharing programs and incentives.

The STA Technical Advisory Committee (TAC) and the SolanoLinks Transit Consortium reviewed this item at their June 28, 2006 meetings and unanimously recommended approval.

Fiscal Impact:

The increased funding of \$31,311 will be provided 100% by TFCA Program Manager funds. Therefore, there is no fiscal impact to the STA's general fund budget. If approved, this will provide an additional \$15,000 for STA's SNCI Program.

Recommendation:

Approve the attached Resolution No. 2006-03 approving the revised funding amounts for FY 2006-07 TFCA Program Manager Funds including \$29,325 for City of Benicia's Shuttle Bus Service, \$90,000 for City of Fairfield's Solano Bikeway Extension, and \$210,000 for Solano Napa Commuter Information Program's Ridesharing Activities.

Attachment:

- A. Resolution No. 2006-03 Approving Revised Funding Amounts for the FY 2006-07 Transportation for Clean Air (TFCA) Program for Solano County.

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION # 2006-03**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING REVISED FUNDING AMOUNTS FOR 2006-07
TRANSPORTATION FOR CLEAN AIR (TFCA) PROGRAM MANAGER FUNDS**

WHEREAS, the Solano Transportation Authority (STA) is the Congestion Management Agency for Solano County and is the BAAQMD designated administrator for the Solano TFCA 40% Program Manager funds; and

WHEREAS, the STA initiated a call for projects for Solano FY 2006-07 TFCA 40% Program Manager funds on March 8, 2006 and received applications from STA's Solano Napa Commuter Information for the Ridesharing Program, City of Benicia for a shuttle service between the Vallejo Ferry Terminal and the Benicia Industrial Park, City of Fairfield for the Solano Bikeway Extension and Allied Waste Services for vehicle retrofits; and

WHEREAS, all TFCA funding is required to reduce air pollution from motor vehicles and the STA Board has determined that all the proposed projects support the BAAQMD's Clean Air Program objectives and policies, and will reduce air emissions; and

WHEREAS, on May 10, 2006 the STA Board of Directors approved Solano TFCA 40% Program Manager funds for STA's Solano Napa Commuter Information Ridesharing Program (\$195,000), the City of Benicia for shuttle service between the Vallejo Ferry Terminal and the Benicia Industrial Park (\$25,000), the City of Fairfield for the Solano Bikeway Extension (\$78,000) and Allied Waste Services for vehicle retrofits (\$17,000); and

WHEREAS, the Allied Waste Services' application was withdrawn and additional TFCA 40% Program Manager Funds is available for FY 2006-07, and

WHEREAS, on June 28, 2006 the STA Technical Advisory Committee and the SolanoLinks Intercity Transit Consortium reviewed this item and recommended that the remaining balance and additional funds be allocated to Solano TFCA 40% Program Manager projects that were approved by the STA Board on May 10, 2006; and

NOW, THEREFORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors hereby approves the revised Solano TFCA 40% Program Manager funding amounts as follows: STA's Solano Napa Commuter Information Ridesharing Program (\$210,000), the City of Benicia for shuttle service between the Vallejo Ferry Terminal and the Benicia Industrial Park (\$29,325), and the City of Fairfield for the Solano Bikeway Extension (\$90,000).

Len Augustine, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of July 12, 2006.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 12th day of July 2006 by the following vote:

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

Attest: _____
Johanna Masielat
Clerk of the Board



DATE: July 3, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: 2006 Lifeline Transportation Funding Program

Background:

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Funding Program funding is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects.

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

For the first time, the STA will be managing these Lifeline funds. STA will select the Solano Lifeline projects for funding and submit these to MTC. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. In December 2005 the STA Board approved the establishment of a Lifeline Advisory Committee to evaluate Solano County project proposals. The Committee representation reflects organizations most familiar with this segment of transportation users and the types of transportation projects needed. (See Attachment A for list of Committee member agencies).

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

Discussion:

Six (6) Lifeline Project Proposals were received: three from transit operators, two from Community Action Councils (CAC), and one from a non-profit children's shuttle. Up to three years of funding could be requested and requests could range from \$25,000 to \$200,000.

Applicants were advised that this Call for Projects would be the first of two Calls to allocate the \$1.08 million with up to \$400,000 to be allocated on this first call. A total of \$723,879 in requests were received.

The Lifeline Advisory Committee reviewed the proposals and heard the project applicants present their proposals at their meeting on June 19, 2006. The Committee evaluated the projects and developed a consensus recommendation. See Attachment B for Lifeline Advisory Committee Project Funding Recommendations. The funding recommendation is summarized below:

	Applicant	Project	Recommended by Committee
1	Benicia CAC	Countywide vehicle purchase program	\$ 30,000
2	Fairfield CAC	Bus, taxi, gas voucher program	\$ 38,000
3	City of Benicia	Industrial park shuttle	\$ 26,000
4	City of Dixon	Saturday local & intercity bus	\$150,000
5	City of Rio Vista	Peak period Rt. 50 (RV-FF) service	\$ 25,000
6	Kids Xpress	Children's shuttle expansion	\$ 90,000
			\$359,000

The Lifeline Advisory Committee and STA staff recommends that \$359,000 of the \$1.08 million Lifeline funds be allocated for this cycle. This would leave a reasonable balance of Lifeline funds for allocation in about a year when two additional Community Based Transportation Plans (CBTPs) in Cordelia/Fairfield/Suisun City and Vallejo will have been conducted. The Call for Projects would remain countywide and applicants who applied for funding under this first cycle would be eligible to apply again. STA staff recommendation incorporates the Lifeline Advisory Committee's recommendation and complementary actions.

This Lifeline Project Funding Plan recommendation was reviewed and approved by the STA Board's Transit Subcommittee at their June 26, 2006 meeting and by the STA Technical Advisory Committee (TAC) and Consortium on June 28, 2006.

Fiscal Impact:

STA is programming Lifeline Funds that have been allocated to Solano County by MTC and the Lifeline Funding Plan is less than the allocation; the balance will be programmed in another Call for Projects in 2007. There is no impact on the STA budget.

Recommendation:

Approve the following:

1. The 2006 Solano Lifeline Project Funding Plan as specified in Attachment B.
2. Authorize the Executive Director to submit the Lifeline Project Funding Plan to MTC.

Attachments:

- A. Lifeline Advisory Committee Members
- B. 2006 Solano Lifeline Project Funding Plan



LIFELINE ADVISORY COMMITTEE MEMBERS

The STA's Lifeline Advisory Committee is comprised of representatives from the following entities:

- Mary Frances Kelly Poh, Benicia Community Action Council (CAC)
- Kim Johnson, Children's Network
- Gail Jack, County of Solano, Health and Social Services
- Richard Broaddus, Paratransit Coordinating Council (PCC)
- Vacant, Member At- Large
- Jeff Matheson, STA Intercity Transit Consortium

2006 Solano Lifeline Project Funding Plan

Project Applicant	Project Description	Funding Request	Duration of Project	Funding Recommendations	Other Funds	Comments
1 Benicia Community Action Council (CAC)	Vehicle Loan Program	\$ 30,000	3	\$ 30,000		Meets goals of countywide Welfare to Work Plan and Dixon Community Based Transportation Plan. Minimum grant is \$25,000. Match funds secured first two years; third year contingent upon securing third-yr match.
2 Fairfield CAC	TRACs (Transportation Assistance for Central Solano)	\$ 175,000	3	\$ 38,000		Proposed funding will fund element of proposal that meets identified goals of Welfare to Work Plan (emergency taxi, bus, gas voucher programs). Opportunity to refine proposal and resubmit for funding following Cordelia/Fairfield Community Based Transportation Plan
3 City of Benicia	Industrial Park Service	\$ 80,389	3	\$ 26,000	Two-yr of funding from BAAQMD TFCA PM funds already approved.	Meets a need in the Welfare to Work Plan. One-year of funding via Lifeline
4 City of Dixon	Dixon Saturday Local and Intercity Transit Service	\$ 150,000	2	\$ 150,000		Meets Welfare to Work and Dixon Community Based Transportation Plan goals.
5 City of Rio Vista	RV-FF Peak Service Rt. 50	\$ 113,490	3	\$ 25,000	Shift existing LIFT grant from commuter vanpool (\$70,495) and supplement with \$25,000 Lifeline	Meets same Welfare to Work goal as commuter vanpool project. Rio Vista, MTC and other Commuter Vanpool project partner agencies' staff in agreement.
6 Kids Xpress	Kids Shuttle	\$ 175,000	3	\$ 90,000		Meets goals of Welfare to Work Plan. Maximum grant possible based on secured (vs. unsecured) match and to be used for expansion of service rather than maintenance of service. Opportunity to resubmit for additional Lifeline funds during next funding cycle and secure further matching funds for expansion.
TOTAL		\$ 723,879		\$ 359,000		

The Lifeline Advisory Committee recommends that Lifeline Funding applicants all show proof that matching funds are secured before receiving Lifeline Funds.

Jun-06



DATE: June 28, 2006
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: State Route (SR) 113 Major Investment and Corridor Study

Background:

The Solano Transportation Authority (STA) in partnership with the Metropolitan Transportation Commission (MTC), was one of four statewide agencies awarded a Partnership Planning Grant from Caltrans to develop a major investment and corridor study for State Route (SR) 113. The study will allow the STA to form a partnership with Caltrans, Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), County of Solano, County of Yolo, City of Dixon, and the City of Davis to study multi-jurisdictional transportation improvement and safety needs along the SR 113 corridor in Solano County from I-80 to SR 12, and the southern portion of Yolo County. The project will study five specific segments along the SR 113 corridor:

1. SR 113/ SR 12 Intersection
2. Sharp turns north of SR 113/ SR 12 Intersection
3. SR 113 through Downtown Dixon
4. SR 113/ I-80 Intersection
5. SR 113 Mainline Improvements

Discussion:

MTC and the STA were awarded a \$250,000 Partnership Planning Grant to complete the project with a required match of 20% (\$62,500). The staff of County of Solano and the City of Dixon previously agreed to assist with the local match requirement by providing \$20,833 each (1/3 of the local match shared cost per agency including the STA). STA staff is proposing to formally adopt an agreement with both agencies to commit to this amount of matching funding at this time. The STA Board will also be requested to amend the FY 2006-07 STA Budget once the agreements with Caltrans and the local agencies are completed. If approved, STA's funding contribution for the local match would be allocated from the Transportation Development Act (TDA) fund currently budgeted for the STA's modeling effort. STA staff proposes to swap federal Surface Transportation Planning (STP) funds already budgeted for the SR 113 study with the TDA funds from the modeling effort to provide a non-federal fund source as required for a federal grant local match.

The total budget for the SR 113 Major Investment and Corridor Study is \$312,500, including the local match. STA staff will need to obtain a qualified engineering/planning consultant or consulting firms to assist in the completion of the study. STA staff proposes to distribute a Request for Proposals (RFP) to develop the study based on the attached scope of work (Attachment A).

The proposed budget, tasks, and preliminary schedule for the study are included in Attachment B; however, this is preliminary and will be further refined before the final scope and agreements are signed between the lead agencies and consultant. STA indicated in the grant application that the goal was to complete the study by July 2007; however, Caltrans indicated that they could provide additional time to complete the study if needed. Staff anticipates a formal start with the partnership in September 2006 and initiating the public input process in October 2006.

The STA Technical Advisory Committee (TAC) reviewed this item at their June 28, 2006 meeting and unanimously recommended approval.

Fiscal Impact

It is recommended that the STA provide a local match of \$20,833 from Fiscal Year 2006-07 TDA funds as part of the mid-year STA Budget. The balance of the project cost will be provided through Caltrans Partnership Planning Grant (\$250,000), the City of Dixon (\$20,833) and Solano County (\$20,833).

Recommendation:

Authorize the Executive Director to:

1. Enter into agreement with the City of Dixon and the County of Solano to provide a local match of \$20,833 each for the State Route 113 Major Investment and Corridor Study.
2. Enter into a funding agreement with the Metropolitan Transportation Commission to secure the \$250,000 Partnership Planning grant.
3. Dedicate \$20,833 as local match for the study in FY 2006-07.
4. Approve the attached preliminary scope of work for the SR 113 Major Investment and Corridor Study.
5. Issue a Request for Proposal (RFP) for the State Route 113 Major Investment and Corridor Study, select a consultant and enter into an agreement with a qualifying firm to conduct the SR 113 study.

Attachments:

- A. SR 113 Major Investment and Corridor Study Proposed Scope of Work
- B. SR 113 Major Investment and Corridor Study Budget Allocation, Task List, and Preliminary Schedule.

**STATE ROUTE 113 MAJOR INVESTMENT AND CORRIDOR STUDY
PRELIMINARY SCOPE OF WORK**

June 19, 2006

The SR 113 Major Investment and Corridor Study will include the following tasks as part of the preliminary scope of work:

Task 1- Budget

Confirm the project budget is adequate and provide safeguards to prevent any potential project cost overruns.

Proposed Subtasks:

- 1.1 Obtain consultant services not to exceed identified budget amount.
- 1.2 Develop a refined allocation of budget to the specific tasks as negotiated with consultant.
- 1.3 Require consultant to provide monthly expenditure reports and budget status updates as part of invoices submitted.

Task 2- Partnership

Create a SR 113 public/multi-government agency partnership to provide comments, recommendations, and consensus for improvements along project segment.

Proposed Subtasks:

- 2.1 Identify key contacts to participate on the SR 113 Improvement Partnership Committee from MTC, SACOG, Caltrans District 4 and 3, cities of Dixon and Davis Public Works and Planning Departments, Yolo County Transportation Department, Solano County Resource Management and Transportation Department, and Solano Transportation Authority, and public members appointed by potentially affected cities (Dixon and Davis) and county unincorporated area.
- 2.2 Identify partnership participants roles and how they are potentially affected by improvements to SR 113.
- 2.3 Schedule project development meetings with the partnership to provide input throughout the development of the study.
- 2.4 Provide regular updates to Partnership between project development meetings via e-mails, memorandums, and/or web based forum.

Task 3- Public Outreach

Provide opportunities for public input in the development of the SR 113 Major Investment and Corridor Study process.

Proposed Subtasks:

- 3.1 Develop database of names and addresses of interested public members for future public input meeting advertisements/mail outs (include economically disadvantaged and community based organization participants in mail outs)
- 3.2 Schedule and advertise a project kick off meeting to provide an initial opportunity for public comments in the City of Dixon and the unincorporated area of Solano County (Public Input Meeting #1).
- 3.3 Schedule and advertise a project status update meeting at a central location for interested public to provide feedback on project development (Public Input Meeting #2).
- 3.4 Schedule and advertise a meeting for public review of the draft planning document before document is finalized (Public Input Meeting #3) .
- 3.5 Ensure all press releases of public input meetings are distributed to all local newspaper publications in affected areas with project contact information for questions and comments.
- 3.6 Schedule a public hearing prior to any document approval for the SR 113 Major Investment and Corridor Study by the Solano Transportation Authority Board of Directors.
- 3.7 Ensure all SR 113 Major Investment and Corridor Study Partnership meetings are advertised in various media and open to the public.

Task 4- Planning- SR 113 Corridor Alignment and Improvements Evaluation

Determine what improvements are going to be needed to accommodate current and future traffic growth on Hwy 113.

Proposed Subtasks:

- 4.1 Conduct traffic counts at key locations (i.e. SR 12, I-80, downtown Dixon and Midway Road).
- 4.2 Survey existing traffic information (i.e. types of traffic- trucks vs autos; and determine origination/destination of traffic corridors based on the Solano Napa Travel Demand Model data, traffic counts, and other available data).
- 4.3 Survey available transit data and assess future transit service needs for SR 113.
- 4.4 Inventory currently planned land use and transportation projects along SR113 in proposed segment and in Yolo County (i.e. SHOPP projects, highway expansion projects, interchange or intersection improvements).
- 4.5 Gather accident information and determine high incident locations.
- 4.6 Identify alternative alignments to the existing SR 113 corridor.
- 4.7 Select a preferred short term and long term safety, operational, and transit improvement options for SR 113.
- 4.8 Determine potential environmental impacts of the alternative alignments and improvements.

Task 5- Funding Options

Determine potential funding sources for improvements to SR 113 with a primary focusing on the feasibility of constructing a toll lane on SR 113

Proposed Subtasks:

- 5.1 Forecast revenue generated by toll lane.
- 5.2 Conduct public opinion surveys of toll lane vs. traditional funding source options (i.e. ITIP, SHOPP, transportation sales tax, impact fees) at SR 113.
- 5.3 Research pros and cons of creating a toll lane (provide examples of projects with similar issues related to SR 113).
- 5.4 Determine what will need to happen in order to build a toll lane in terms of process (i.e. legislation, funding mechanisms, bonding, etc.).
- 5.5 Estimate the cost of constructing a toll lane.
- 5.6 Make a recommendation on whether or not to further pursue a toll lane funding option to fully fund and accelerate completion of the project.

Task 6- Deliverables

Create a planning deliverables that will be beneficial to the SR 113 Partnership

Proposed Subtasks:

- 6.1 SR 113 Major Investment and Corridor Study equivalent to a Major Investment Study that includes an implementation strategy identifying safety, operational, and transit improvements.
- 6.2 Preliminary costs and estimates for Caltrans, SACOG, MTC, STA and affected cities and unincorporated Solano County to plan accordingly and consider for future funding allocations and project prioritization.
- 6.3 A toll road benefit analysis report for SR 113 that can be used as a reference for similar toll road proposals or as a case study for the Solano County, San Francisco Bay Area, Sacramento and other counties and regions.
- 6.4 Contact guide for agencies affiliated with the SR 113 Corridor. The guide will include agency contact information as well as a brief description of their role in providing improvements to SR 113.
- 6.5 Concise traffic forecasts and other related information based on the Solano Napa Travel Demand Traffic Model.
- 6.6 A report with recommendations that identifies a preferred long range alignment of SR 113 from SR 12 to I-5.

Task 7- Implementation

Implement the study in a timely manner. Incorporate recommendations that can be included in regional and city planning programs (e.g. MTC's Regional Transportation Plan T-2030, Caltrans State Highway Operations and Protection Program list and corridor concepts update, STA's Comprehensive Transportation Plan's Arterial, Highways and Freeways Element, and STA's Congestion Management Program, Yolo County or

Sacramento Area Council of Governments Transportation Plan, and future general plan updates of Dixon, Davis, and the County of Solano).

Proposed Subtasks:

- 7.1 Distribute the Draft SR 113 Major Investment and Corridor Study to the Partnership to allow members to incorporate any additional recommendations identified in the study.
- 7.2 Prepare a recommended funding plan and strategy.
- 7.3 Identify next steps for the implementation of the study.

STATE ROUTE 113 MAJOR INVESTMENT AND CORRIDOR STUDY BUDGET ALLOCATION, TASK LIST, AND PRELIMINARY SCHEDULE

Project Title:		SR 113 Major Investment and Corridor Study														
		Fiscal Year 2006-07														
Primary Tasks	Responsible Party	Cost Total	Grant (80%)	Local ¹ (20%)	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL
Task 1. Budget 1%	Caltrans/STA/MTC/ Consultant	\$3,125	\$2,500	\$625	X											
Task 2. Partnership 10%	Caltrans/MTC/STA/Solano County/ Yolo County/ City of Dixon/ City of Davis/SACOG	\$31,250	\$25,000	\$6,250	X	X	X	X	X	X	X	X	X	X	X	X
Task 3. Public Outreach 20%	Consultant/MTC/STA	\$62,500	\$50,000	\$12,500	X							X			X	
Task 4. Planning 39%	Consultant	\$121,875	\$97,500	\$24,375	X	X	X	X	X	X	X	X	X	X		
Task 5. Funding 20%	Consultant	\$62,500	\$50,000	\$12,500							X	X	X			
Task 6. Deliverables 5%	Consultant	\$15,613	\$12,490	\$3,123										X	X	X
Task 7. Implementation 5%	Caltrans/MTC/STA	\$15,612	\$12,490	\$3,122												X
TOTALS		\$312,500	\$250,000	\$62,500												

¹Local Match provided by contributions from Solano Transportation Authority, City of Dixon, and Solano County.

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DATE: June 30, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: North Connector Transportation for Livable Communities
(TLC) Concept Plan

Background:

In 2003, the Metropolitan Transportation Commission (MTC), Solano Transportation Authority (STA) and the Bay Area Congestion Management Agencies (CMA) Association developed an expanded MTC/CMA Transportation/Land Use Work Plan eventually called the "Transportation and Planning Use Solutions" (T-PLUS) program. Since Fiscal Year (FY) 2004 MTC has been providing STA an annual amount of \$150,000 in federal transportation planning funds to provide various planning, technical and public outreach efforts to encourage better transportation and land use co-ordination and provide information and assistance to Solano cities and the County to support development of Transportation for Livable Communities (TLC) projects, applications and grant submittals. Other activities identified in the STA's transportation/land use work plan included:

- Developing a Corridor Concept Plan for the I-80/I-680/State Route (SR) 12 North Connector project;
- Updating the Jepson Parkway Corridor Concept Plan once the Draft Jepson Parkway EIR/S is completed;
- Reviewing and provide suggested strategies on proposed new transportation-related projects of general plans, general plan amendments, vision plans, strategic plans, specific plans, transit-oriented developments and downtown revitalization/redevelopment plans (at the request of the local jurisdiction);
- Providing countywide comments on regional projections for population, housing and jobs and integrate data into countywide travel demand model;
- Developing a standardized, countywide Geographic Information System (GIS) transportation-land use database in co-ordination with the countywide travel demand model.

Each year the STA and the other Bay Area CMAs agreed to assess the results and work products of the initial years of the work plan and update the TLC plan and program guidelines as needed for programming of later cycles of the TLC funds.

The STA also anticipates approximately \$10 million in discretionary TLC-related funds to be available for Solano County's alternative modes projects over the next three (3) fiscal years. In March 2006, STA developed an alternative modes funding strategy outlining how much funding could be available for each program detailed in the Alternative Modes Element of the Solano Comprehensive Transportation Plan 2030. These programs include the Transportation for Livable Communities (TLC) type projects, bicycle and pedestrian facilities, and ridesharing.

In 2000, the STA adopted the Jepson Parkway Concept Plan, developed by the STA, City of Fairfield, Suisun City, Vacaville and County of Solano to improve local traffic in the heart of Solano County to encourage linkages between transportation and land use. This was one of the very first TLC studies in the Bay Area and it provides a comprehensive, innovative and coordinated strategy to link land use and transportation to support use of alternative modes (i.e. transit, bicycling and pedestrians) and providing improved access to existing and future residential areas and emerging job centers.

In October 2004, the STA Board adopted the first Transportation for Livable Communities (TLC) Plan that identified 27 TLC - candidate projects. One of the projects was the proposed North Connector TLC Corridor that is located in the City of Fairfield and County of Solano and runs from Abernathy Road to SR 12 (West) - Jamison Canyon). The final alignment for the future North Connector Project has been determined, and the Final Environmental Impact Statement/Report (EIR/S) and detailed engineering plans are expected to be completed during FY 2006-07. Both the Central Section (City of Fairfield) and the East Section (STA and County of Solano) have been fully funded and construction on those segments is expected to be underway by 2008. The West Section (County of Solano and City of Fairfield) segment is not yet funded and, therefore, no implementation schedule has yet been established.

Discussion:

The STA's TLC Plan proposes that a North Connector TLC-type study and enhancements be provided along the entire North Connector. Similar to the Jepson Parkway Concept Plan, STA staff proposes that a user-friendly, multi-jurisdictional concept plan be developed with the following main elements:

- Overall design goals, policies and objectives to guide the long term development of the corridor;
- Proposed long range land uses adjacent to the corridor identified in the City of Fairfield and County of Solano general and specific plans;
- Bike, pedestrian path(s), treatments, connections and signage;
- Streetscaping elements such as gateway signs, street furniture, pedestrian lighting, etc.;
- Landscaping of various types along the entire corridor (i.e. more urban type plantings in the more urban areas, and more rural plants along the rural areas);
- Access concepts such as the location and timing of traffic signals and limiting additional access and driveways along the rural areas;
- Future transit routes, stops and services for local bus service as well as that proposed in the SR 12 Transit Corridor Study;
- Public input opportunities to obtain comments on the draft concept plan prior to adoption.

The consultant selected for this study would work closely with the STA, City of Fairfield, County of Solano and the North Connector design team to develop the concept plan during 2006-07. It is believed that the improvements and services recommended in the concept plan would be generally in addition to or supplementing the basic road infrastructure improvements currently in the environmental and design stages.

A preliminary scope of work to prepare the concept plan for this study is provided in Attachment A. On June 28, 2006, the STA Technical Advisory Committee (TAC) unanimously recommended that the STA Board initiate this North Connector TLC concept plan

Fiscal Impact:

\$40,000 of TLC Program balance from the FY 2005-06 STA Budget will be used to conduct this study. These federal funds are provided from MTC through the Transportation and Planning Use Solutions T-PLUS program.

Recommendation:

Authorize the Executive Director to issue a Request for Proposal to conduct the North Connector Transportation for Livable Communities (TLC) Concept Plan, select a consultant and enter into a consultant agreement as described in Attachment A at a cost not to exceed \$40,000 of TLC Program funds.

Attachments:

- A. Proposed Scope of Work for North Connector Transportation for Livable Communities (TLC) Concept Plan.
- B. Proposed Schedule for the North Connector Study TLC Concept Plan

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Proposed Preliminary Scope of Work for the North Connector Study Transportation for Livable Communities (TLC) Concept Plan

Subject to input from the STA, City of Fairfield and County of Solano, conduct the following major tasks:

1. Finalize Scope of Work

Hold a scoping meeting with staff from STA, City of Fairfield and County Solano to refine and finalize the scope of work.

Deliverable: Hold scoping meeting.

2. Concept Plan Goals, Objectives and Policies

Develop proposed concept plan goals, objectives and policies

Deliverable: Proposed concept plan policies.

3. Graphics

Prepare graphics providing proposed design concepts, site plan, cross-sections, photo simulations, renderings and/or other details illustrating and proposed adjacent land uses and TLC concepts. Bus stops/shelters, bicycle, pedestrian facilities, access concepts, landscaping and gateway treatment need to be identified and incorporated into the concept plan.

Deliverable: Draft concept plan, site plan and illustrations.

4. Public Input

Based upon the alignment and environmental studies already underway, hold and facilitate a public input workshop to obtain input on the draft TLC design elements, transit, and alternative mode concepts proposed for this concept plan.

Deliverable: Hold and facilitate a public workshop.

5. Draft Plan

Prepare draft TLC Concept Plan (similar to the format used in the Jepson Parkway Concept Plan) and power point incorporating proposed policies, project description, TLC illustrations, TLC candidate projects and recommendations for review by the STA Board, the Technical Advisory Committee, City of Fairfield, and County of Solano.

Deliverable: Draft TLC Concept Plan

6. Final Plan

Based on comments received, prepare final North Connector TLC Concept Plan for review and approval by the STA Board.

7. Hard and electronic copy of all technical graphic and data files

The consultant shall provide STA with a complete hard copy and electronic copy of all graphics, text and technical data files of the all proposed concept plan deliverables.

Proposed Schedule for the North Connector Study Transportation for Livable Communities (TLC) Concept Plan

<u>ACTIVITY</u>	<u>TARGET DATES</u>
Release request for proposals (RFP)	July 14, 2006
RFP submittal date	August 18, 2006
STA selects consultant	September 15, 2006
Contract commences	October 15, 2006
Finalize scope of work	October 31, 2006
Prepare goals, objectives, policies	November 15, 2006
Prepare draft concept plan graphics and illustrations	December 31, 2006
Hold public input meeting	January 31, 2007
Prepare Draft Plan	April 30, 2007
Prepare Final Plan	May 31, 2007



DATE: July 3, 2006
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Safe Routes to Schools (SR2S) Study Update, Recommended Steering Committee Appointments and Goals

Background:

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

The STA has given presentations to five of seven city councils, six of the eight school boards, and the County Board of Supervisors since April 2006 (see Attachment A). A follow up letter will be sent asking for an appointment to their local SR2S Community Task Force, to participate in the next phase of the SR2S public input process (see Attachment B).

Discussion:

The SR2S Steering Committee, composed of a countywide representation of agencies who will be sponsoring SR2S projects implementing SR2S programs have met twice to discuss Goals and Objectives to guide the SR2S Study. At their June 13, 2006 meeting, the SR2S Steering Committee made a recommendation that the STA Board adopt the attached set of "SR2S Goals, Policy Actions, and Measurable Objectives" (see Attachment C). The Committee also recommended the inclusion of two additional members, an Air Quality representative and a Public Health representative, to serve on the Committee (see Attachment D).

Recommendation:

Approve the following:

1. Adopt the Safe Routes to School (SR2S) Goals, Policy Actions, and Measurable Objectives as recommended by the SR2S Steering Committee;
2. Appoint Jim Antone as the Air Quality representative and Robin Cox as the public health representative to the Safe Routes to School (SR2S) Steering Committee.

Attachments:

- A. SR2S Introductory Presentation Schedule
- B. SR2S Appointment Request Letter & Process Flowchart
- C. SR2S Goals, Policy Actions and Measurable Objectives
- D. Current and Proposed SR2S Steering Committee membership

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2006/2007 Solano Safe Routes to Schools Public Outreach Schedule (6-8-06)

Phase 1: City Council & School District Board presentations			
Date	City Council Meetings	School District Meetings	STA Meetings
2006			
April			
12			STA Board SR2S Outreach Process presentation, 6:00 pm
14		Solano County School Superintendents	
May			
2	Benicia, 7:00 pm		
3		Solano Community College, 7:00 pm	
9		Travis USD, 7:00 pm	
17		Vallejo USD, 5:00 pm	
18		Vacaville USD, 7:30 pm	
23	Vallejo, 7:00 pm		
23	County Board of Supervisors, 2:00 pm		
25		Fairfield/Suisun USD, 7:00 pm	
30			SR2S Steering Committee
June			
13	Vacaville, 7:00 pm		SR2S Steering Committee
15		Benicia USD, 7:00 pm	
20	Fairfield, 7:00 pm	River Delta USD 7:30	
22		Dixon USD, 7:00 pm	
27	Dixon, 7:00 pm		
28			TAC recommends SR2S Goals and Objectives to STA Board
July			
6	Rio Vista, 7:00 pm		
12			STA Board Adopts SR2S Goals and Objectives.
18	Suisun City, 7:00 pm		
June-August	City Councils Appoint SR2S Community Task Force members	School Districts Appoint SR2S Community Task Force members	SR2S Steering Committee revises public input process



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

Benicia
Dixon

June 14, 2006

Fairfield
Rio Vista

City Council / School Board members
Address

Solano County
Suisun City
Vacaville
Vallejo

RE: Request for Appointment to Safe Routes to Schools (SR2S) Local Community Task Force

Dear City Council / School Board members,

The Solano Transportation Authority (STA) is at the beginning of an exciting Safe Routes to School (SR2S) public input process involving a wide variety of community representatives such as public works staff, city council representatives, school board representatives, police officers, bicycle and pedestrian advocates, firefighters, transit operators, public health staff, and air quality district staff.

At your council/school board meeting in recent months, the STA made an introductory presentation describing the SR2S Program process. To collect local input at a grassroots level, the STA is helping to create SR2S Community Task Forces comprised of approximately six local members: a public works representative, bicycle and pedestrian project representatives, an appointment from the school board, a public safety representative (Police or Fire), and an appointment from the city council. However, the exact make-up of your Task Force can be flexible to best meet your local needs. These task forces will be responsible for creating a local list of SR2S priority projects and programs for adoption by the City Council and School Board (see attachment for more details).

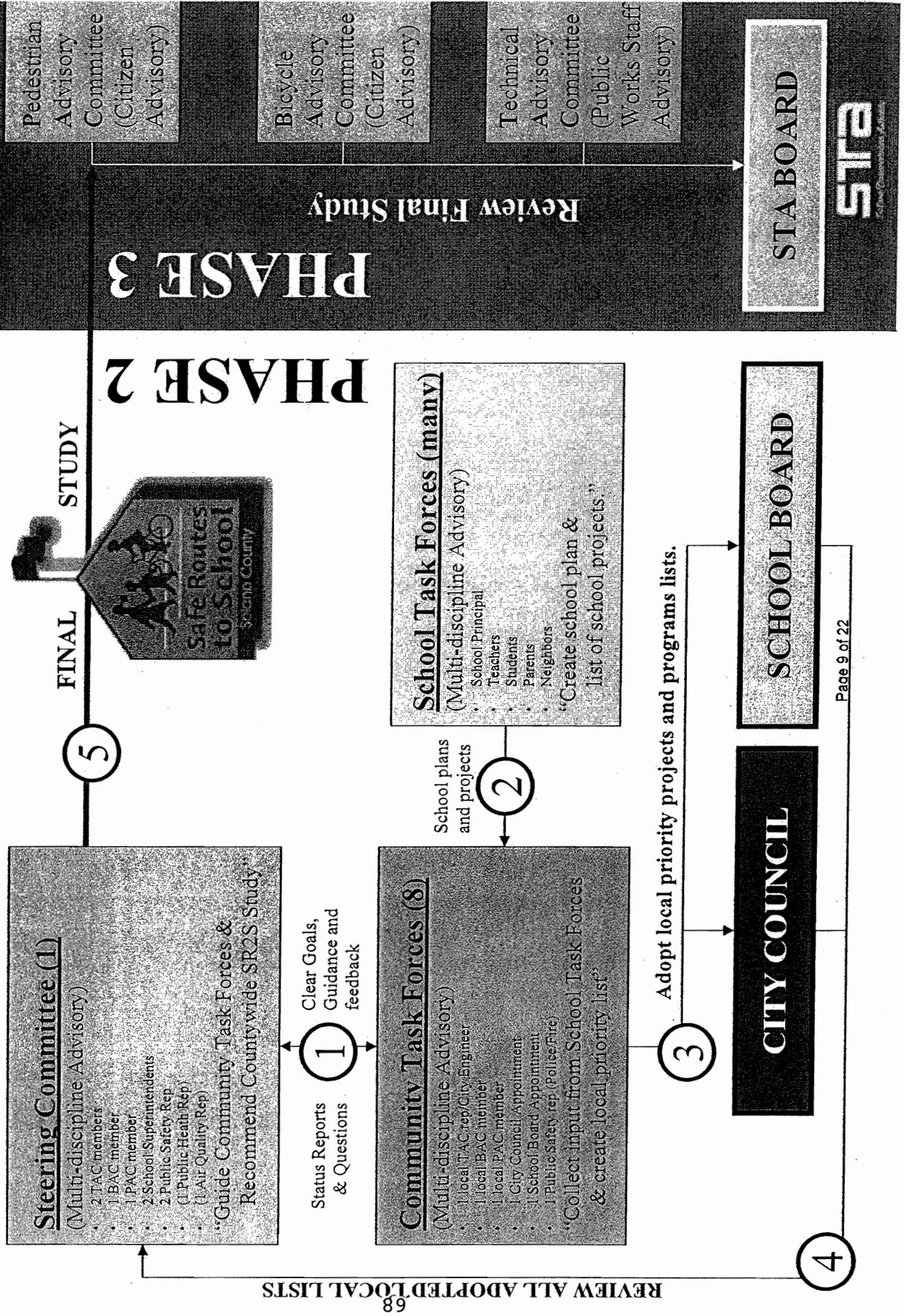
The STA is requesting that your council/board appoint a member to your local Community Task Force before September 2006. Members of existing local traffic or safety committees are excellent candidates. Those communities who complete the membership of their committees will be first in line to begin the SR2S process and qualify for identified funds.

Sincerely,

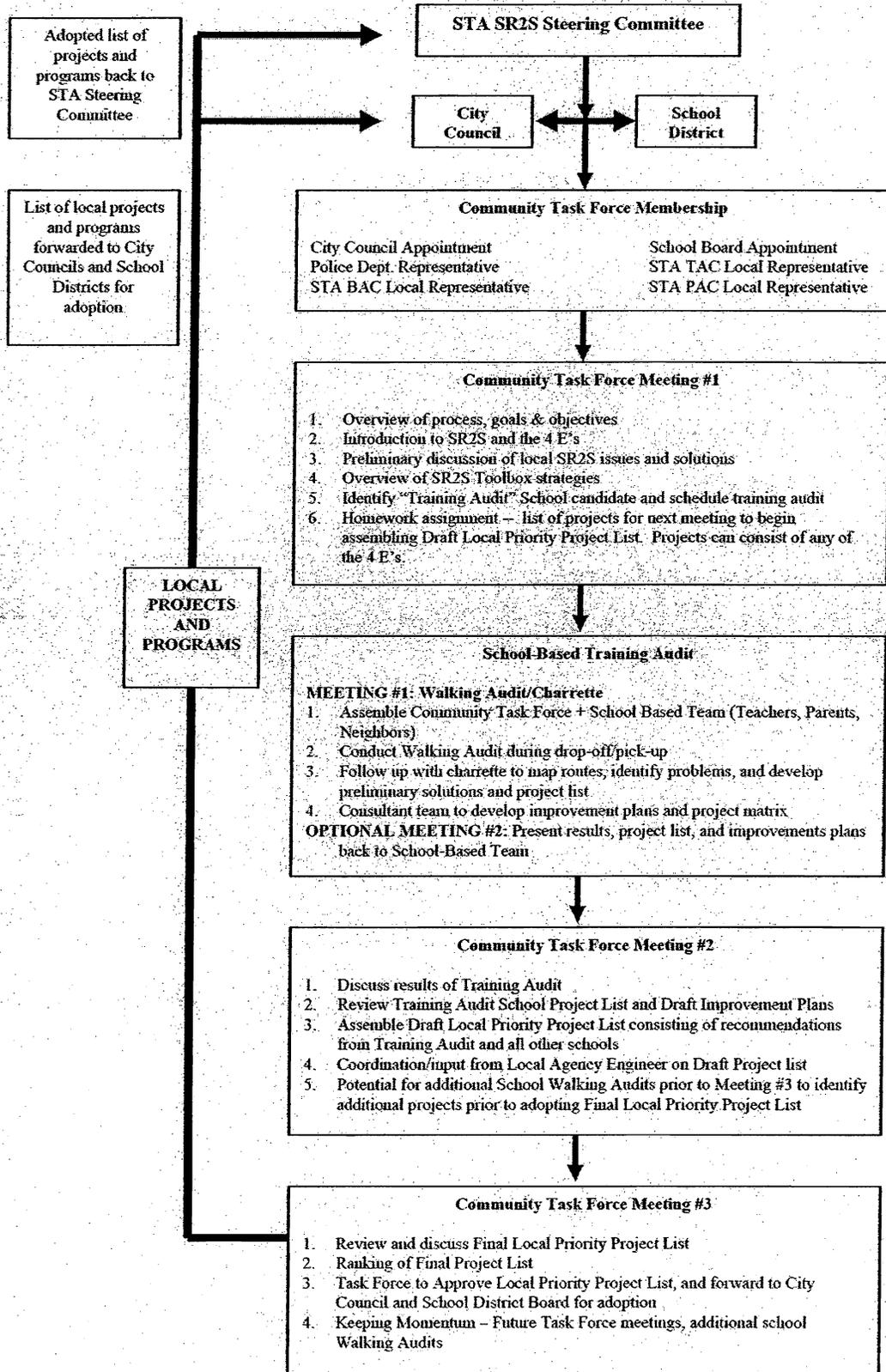
Daryl Halls, Executive Director
Solano Transportation Authority

Attachments: SR2S Summary & SR2S Process Flowchart.

STA Safe Routes to School (SR2S) Flowchart



STA Safe Routes to School Program: Community Task Force Process



Solano County Safe Routes to Schools (SR2S) Program Goals and Objectives:

- ❖ **Goals** define where you want to be.
- ❖ **Policy actions** define how you want to get there.
- ❖ **Measurable objectives/performance** measures show you if they are working.

GOALS:**1A Increase healthy and safe alternatives to driving alone/chauffeured trips to school.****1B Reduce number of drive alone/chauffeured trips and the number of student vs. vehicle accidents along routes to schools.****Goal 1A & 1B Policy Actions:**

- Identify, prioritize, implement, and review Education, Encouragement, Enforcement and Engineering (4Es) projects and programs countywide.

Measurable Objectives:

- ✓ *Safety and Security*
 - Decrease the number of severe accidents involving children along routes to school.
 - Decrease speed of vehicles along routes to school.
 - Decrease the number of criminal incidents involving students along routes to school.
- ✓ *Health & Air Quality*
 - Increase the number of children walking and bicycling to school.
 - Increase the fitness level of students as measured by the California Fitness Test.
 - Reach emission reduction goals (*to be established by Bay Area and Yolo Solano Air Quality Management Districts*) by measuring the reduction of vehicle miles traveled as a result of SR2S projects and programs.
- ✓ *Traffic Congestion*
 - Decrease the number of driving alone/chauffeured trips to school.
- ✓ *Evaluation*
 - Deliver annual performance reports for the SR2S Program to the STA Board.

2 Maximize interagency cooperation in all SR2S efforts.**Goal 2 Policy Actions:**

- Establish interagency cooperative working groups of agencies responsible for implementing SR2S 4Es projects and programs.

Measurable Objectives:

- ✓ *Committees & Reports*
 - Hold quarterly SR2S Steering Committees with status reports from SR2S Community Task Forces.
 - Produce quarterly status reports of SR2S Program for the STA Board.
- Strategically fund 4Es projects and programs through a coordinated effort with all implementing agencies.

Measurable Objectives:

- ✓ Review various funding sources to implement priority SR2S projects and programs.

Safe Routes to School (SR2S) Steering Committee Membership:

The Safe Routes to School (SR2S) Steering Committee recommends clear goals and objectives for the SR2S Program, provides guidance to local community workgroups during the input process, and recommends the final SR2S Study to the STA Board.

Two (2) Technical Advisory Committee Members:

- Dan Schiada, City of Benicia Public Works Director
- Gary Leach, City of Vallejo Deputy Public Works Director

Two (2) Solano School Representatives:

- Dee Alacon, Solano County Superintendent of Schools
- John Aycock, Vacaville Unified School District Superintendent

One (1) Bicycle and One (1) Pedestrian Advisory Committee member:

- Glen Grant, Bicycle Advisory Committee Chair
- Eva Laevastu, Pedestrian Advisory Committee Chair

Two (2) Public Safety Representatives:

- Chief William Bowen, City of Rio Vista Police Department
- Captain Ken Davena, City of Benicia Police Department

Proposed members:

One (1) Solano County Public Health Representative:

- Robin Cox, Solano County Public Health

One (1) Air Quality Representative:

- Jim Antone, Yolo-Solano Air Quality Management District (YSAQMD)



DATE: June 19, 2006
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Safe Routes to Schools (SR2S) Study: Amendment to SR2S Consultant Services Agreement

Background:

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

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

Discussion:

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

The original scope of the SR2S Study did not include such an extensive public input process. As such, the current contract needs to be amended to include this additional scope. Alta Planning + Design has expanded their scope of work to include more public meetings, presentation materials, and community task force training. The added cost for this work is estimated to be \$70,500. In addition, the contract time is recommended to be extended to June 30, 2007.

Fiscal Impact:

The STA Fiscal Year (FY) 2005-06 Budget for SR2S consulting services was \$50,000. Unspent portions of this work for FY 2005-06 will be rolled over to FY 2006-07. The total available for SR2S consulting services is \$50,500 in FY 2006-07. An additional \$50,000 will be required in FY 2007-08 to complete the SR2S Study.

Recommendation:

Authorize the Executive Director to approve Contract Amendment No.1 with Alta Planning + Design for consultant services related to the STA's Safe Routes to School (SR2S) Study at a cost not to exceed \$122,300.

Attachment:

- A. Amendment No. 1 to the Professional Services Agreement Between Solano Transportation Authority and Alta Planning + Design for the Solano County Safe Routes To Schools/Safe Routes to Transit Study.

**AMENDMENT NUMBER 1
TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN
SOLANO TRANSPORTATION AUTHORITY
AND
ALTA PLANNING + DESIGN
FOR THE
SOLANO COUNTY SAFE ROUTES TO SCHOOLS/
SAFE ROUTES TO TRANSIT STUDY**

This Contract Amendment Number 1 (hereinafter "Amendment"), dated July 12, 2006, to the Professional Services Agreement Between Solano Transportation Authority (hereinafter "STA") and Alta Planning and Design (hereinafter "consultant") hereby extends the existing Agreement between STA and consultant for additional services related to, but beyond the basic scope of the original agreement, for the development of certain plans and community outreach for the Solano County Safe Routes to Schools and Safe Routes to Transit plans and programs.

Except as specifically set forth in this amendment, all of the terms and conditions of the Professional Services Agreement between Solano Transportation Authority and Alta Planning and Design dated September 26, 2005 remain in full force and effect, except that the term of the Agreement shall be extended for that period reasonably necessary for completion of the scope of work set forth herein, and the scope of work shall be amended by the additional tasks described herein and the total compensation shall be increased by \$72,300.00 to a total of \$122,300.00 for the initial scope of work and the additional scope of work as provided for herein.

The following sections of the underlying agreement are hereby amended as follows:

SECTION 1. SCOPE OF SERVICES (See also Exhibit B)

The Scope of Services is hereby amended to include:

- STA Staff Report dated July 12, 2006;
- Revised Work Plan and Schedule dated May 22, 2006
- Proposed Revised Budget dated May 22, 2006

SECTION 2. TERM OF AGREEMENT

The Term of the Agreement is hereby extended to June 30, 2007.

SECTION 4. COMPENSATION

In accordance with the Staff Report, the compensation for all purposes and deliverables under the contract shall increase by SEVENTY-TWO THOUSAND THREE HUNDRED DOLLARS to a total cost of ONE HUNDRED TWENTY-TWO THOUSAND THREE HUNDRED DOLLARS.

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SOLANO TRANSPORTATION AUTHORITY

ALTA PLANNING+DESIGN

By: Daryl K. Halls, Executive Director

By: Michael G. Jones, Principal

Approved as to Form

By: Charles O. Lamoree, STA Legal Counsel



DATE: June 30, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Consultant Selection and Contract Approval of Engineering Services for the Project Study Report (PSR) on the I-80 HOV Lanes/Turner Pkwy Overcrossing Project

Background:

In July 2004, the Solano Transportation Authority (STA) completed the I-80/I-680/I-780 Major Investment and Corridor Study. This Study identified several improvements along I-80 between the Carquinez Bridge and State Route (SR) 37. Primarily the Study identified a westbound and eastbound High Occupancy Vehicle (HOV) Lane between SR 37 and the Carquinez Bridge, improvements to the Redwood Parkway/I-80 Interchange, a new Turner Pkwy. Extension Overcrossing, direct HOV Lane connections from a new Turner Pkwy. Overcrossing and a Park-and-Ride Lot.

Solano County, the City of Vallejo, and STA desire to further study these alternatives along I-80 in Vallejo. The next step to further studying these alternatives is to develop a Project Study Report (PSR). A PSR is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSR's be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

The PSR will consider and study alternative improvements to the Redwood Parkway/I-80 Interchange, a new Turner Pkwy. Extension Overcrossing, a new Turner Parkway Interchange, improvements on State Route (SR) 37, a Park-and-Ride Lot, direct HOV Lane connections from a new Turner Pkwy. Overcrossing and/or Interchange, and westbound and eastbound HOV Lanes. In addition, the PSR will also consider major adjacent street improvements within the City of Vallejo as a result of the potential development of the Solano County Fairgrounds. These major street improvements are the improvements necessary to move projected traffic to and from the highway system to and from the Solano County Fairgrounds.

President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) Bill into law on August 10, 2005. As part of Bill, the County of Solano obtained a \$2.8 million Federal Earmark entitled "I-80 HOV

Lanes/Interchange Construction in Vallejo.” This Federal Earmark will be the primary source of funding for the PSR.

Discussion:

The Executive Director issued a Request for Proposals (RFP) for the Project Study Report for the I-80 HOV Lane/Turner Pkwy. Overcrossing Project. In response to this RFP, four (4) firms were interviewed on Thursday, June 1, 2006. Specifically, the four (4) firms were PBS & J, HQE Incorporated, Carter & Burgess, Inc., and Korve Engineering. The selection panel was comprised of a representative from the STA, Solano County, City of Vallejo, City of Rio Vista, and Caltrans. Based on the proposals and interviews, the panel recommended HQE Incorporated to provide engineering services for the PSR on the I-80 HOV Lane/Turner Pkwy Overcrossing Project.

In addition to the consultant selection process, an additional step remains to be undertaken prior to this study beginning. This additional step is to enter into a funding agreement between the STA, Solano County and the City of Vallejo. The funding agreement will detail the STA as the lead agency with the federal matching funds to be the responsibility of the local agencies (Solano County and potentially the City of Vallejo). STA, Solano County, and City of Vallejo staffs are continuing to work on the funding agreement for the project.

The contract with HQE Incorporated is for \$1,090,000. However, the study is complex due to the number of anticipated design exceptions and alternatives to be studied; therefore the estimated cost for this service is \$1,200,000, which includes a contingency for unknown changes. Thus approval of the agreement with HQE Incorporated authorizes the Executive Director to approve such change orders as may be necessary but in no event may the project surpass the “not to exceed” amount (\$1,200,000) without prior STA Board approval. The term of the contract will be until July 31, 2008.

Fiscal Impact:

These engineering services for the PSR of the I-80 HOV Lane/Turner Pkwy Project will be primarily funded with the County of Solano \$2.8 million Federal Earmark entitled “I-80 HOV Lanes/Interchange Construction in Vallejo.” 20% local matching funds will be the responsibility of the local agencies (Solano County and the City of Vallejo).

Recommendation:

Authorize the Executive Director for the following:

- A. Enter into an agreement to provide engineering services for the Project Study Report for the I-80/Turner Pkwy Project for an amount not to exceed \$1,200,000 for a contract term through July 31, 2008.
- B. Enter into a funding agreement between Solano County and the City of Vallejo to provide the STA as the lead agency for the Project Study Report and for Solano County, in conjunction with the City of Vallejo to be responsible for the 20% local match on the federal funds.



DATE: June 30, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Consultant Selection and Contract Approval of Engineering Services for the State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study and the SR 12/Church Road Improvements Project Study Report (PSR)

Background:

In October 2001, the Solano Transportation Authority (STA) completed the Highway 12 Major Investment Study (MIS) which identified the State Route (SR) 12/Church Road intersection as a Safety Improvement and Long-Term Traffic Improvement Project.

The Highway 12 MIS also identified the Rio Vista Bridge as a Long-Term Traffic Improvement Project. Year 2025 traffic projections indicate that additional capacity crossing the Sacramento River may be necessary, widening SR 12 from the existing two-lanes to four-lanes. The Rio Vista Bridge is identified as a major congestion point for regional and local traffic on the SR 12 Corridor in Solano County. Currently, the bridge operations and the traffic related to the SR 12 Corridor have a negative impact on the City of Rio Vista's local traffic and pedestrian/bicycle circulation. In addition, the Study will need to address the needs of goods movement on the Sacramento River waterway for the potential of raising the bridge deck height to meet future water way needs for the Port of Sacramento.

The City of Rio Vista and the STA desire to further study and develop solutions to the identified intersection issues SR 12/Church Road. The next step to further studying these alternatives is to develop a Project Study Report (PSR). A PSR is an engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSR's be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

The City of Rio Vista and the STA desire to further study and develop alternatives to the identified SR 12 Realignment/Rio Vista Bridge Project. However due to the complexity, potential broadness of the project, and multitude of stakeholders, this work will need to be done in steps. The first step is to complete a preliminary bridge study which will

identify a purpose and need of the project, identify realignment alternatives to be carried forward, bridge type, feasibility of each alternative, environmental constraints, preliminary cost ranges for each alternative, develop potential funding strategies and next steps. The study will engage the Rio Vista community and City Council.

President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) Bill into law on August 10, 2005. As part of Bill, the City of Rio Vista obtained a Federal Earmark for completing the SR 12 – Rio Vista Bridge Study entitled “Rio Vista Bridge Realignment Study and Street Sign Safety.” The City of Rio Vista has agreed to contribute \$362,000 of the Federal Earmark toward the funding of the study. In addition, the City agreed that STA will be the lead on completing the study and be responsible for the contracting out and day-to-day management of the study.

Discussion:

The SR 12 Re-Alignment/Rio Vista Bridge Preliminary Study will be completed in conjunction with the SR12/Church Road PSR to assess opportunities and constraints for improving congestion and safety along the current alignment of the Rio Vista Bridge (Helen Madere) and the SR 12 Corridor through the City of Rio Vista.

The Executive Director issued a Request for Proposals (RFP) for the SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study and the SR12/ Church Road Project Study Report. In response to this RFP, four (4) firms were interviewed on Friday, June 2, 2006. Specifically, the four (4) firms were Lim And Nascimento (LAN) Engineering Corporation, Moffatt & Nichol, CH2MHILL, and Biggs Cordosa Associates, Inc. The selection panel was comprised of a representative from the STA, Solano County, City of Vallejo, City of Rio Vista, and Caltrans. Based on the proposals and interviews, the panel recommended LAN Engineering to provide engineering services for the SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study and the SR12/ Church Road PSR.

There will be two separate contracts issued for the work, one to complete the PSR and one for the bridge study. The contract for the PSR is for \$130,000. The term of the contract will be until August 31, 2007.

The contract for the bridge study will be for \$350,000. However, the study is complex due to the number of anticipated alternatives to be initially studied along with the diversity within the community; therefore the estimated cost for this service is \$375,000, which includes a contingency for unknown changes. Thus approval of the agreement with LAN Engineering authorizes the Executive Director to approve such change orders as may be necessary but in no event may the project surpass the “not to exceed” amount \$375,000 without prior STA Board approval. The term of the contract will be until July 31, 2008.

Fiscal Impact:

For the SR 12/Church Road Improvements Project Study Report and STA staff time will be funded by the STA dedicated \$112,000 FY 05/06 (rolled over to FY 2006/07) and \$125,000 FY 06/07 budgets for PSR work for future STIP eligible projects.

For the SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study and STA staff time of a portion of the City of Rio Vista Federal Earmark entitled "Rio Vista Bridge Realignment Study and Street Sign Safety." The City of Rio Vista has agreed to contribute \$362,000 of the Federal Earmark toward the funding of the study. In addition to the \$362,000, the City of Rio Vista is responsible for the 20% (\$90,500) local matching funds.

Recommendation:

Authorize the Executive Director for the following:

- A. Enter into an agreement to provide engineering services for the Project Study Report for the SR 12/Church Road Improvements for an amount not to exceed \$130,000 for a contract term through August 31, 2007.
- B. Enter into an agreement to provide engineering services for the SR 12 Re-Alignment/Rio Vista Preliminary Bridge Study for an amount not to exceed \$375,000 for a period of time through July 31, 2008.

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DATE: July 5, 2006
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
Transportation for Clean Air (TFCA), 60% Regional Funds	Geraldina Grunbaum, BAAQMD (415) 711-6000	July 24, 2006
Solano Transportation for Livable Communities (TLC) Countywide 2006 Capital Program	Robert Guerrero, STA (707) 424-6014	Workshop Tentatively July 11, 2006 Due September 11, 2006



FUNDING OPPORTUNITY

**Transportation 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 11, 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 |
|---|--|

Further Details: <http://www.solanolinks.com/programs.html#tlcprog>

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014

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DATE: July 3, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Public Hearing for Proposed Fare Increases:
Route (Rt.) 30 and Solano Paratransit

Background:

The Solano Transportation Authority (STA) manages Rt. 30 and Solano Paratransit which are operated through an agreement by Fairfield-Suisun Transit (FST). Rt. 30 is funded by Transportation Development Act (TDA) funds from the Cities of Dixon, Fairfield, Vacaville, and the County of Solano. Solano Paratransit is funded by TDA funds from Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the County of Solano. The STA manages these routes which are operated through multi-year funding and services agreements with FST.

Rt. 30 operates Monday-Friday between Davis, Dixon, Fairfield, Vacaville, and Sacramento. Solano Paratransit operates Monday-Saturday providing intercity Americans with Disabilities Act (ADA) paratransit service between the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the unincorporated areas in the central and eastern portion of Solano County.

Discussion:

Regionally and locally, the cost of delivering fixed-route and paratransit services has continued to rise. The increased cost of fuel is one of the most obvious reasons for increased systemwide costs. For FST, farebox revenue (passenger fares) is required to cover 20% of the cost of fixed-route services and 10% of paratransit services. To achieve these systemwide farebox recovery requirements, FST is proposing to streamline fixed-route services to reduce costs and increase fares on its local paratransit service (Dial-a-Ride Transportation or DART), local fixed-route and intercity fixed route services.

The STA contract with FST's operation of intercity paratransit (Solano Paratransit) and Rt. 30 includes collecting fares, printing and distributing fare media (monthly passes, etc.). These two services have also experienced increasing operational costs and have not experienced a fare change in a number of years. Some of Rt. 30's fares increased in 2004 in conjunction with a FST systemwide fare increase; however, the longer distance Rt. 30 fares did not increase at that time. There has not been a fare increase on Solano Paratransit since 1998 when only a few longer trip fares were slightly modified; all but three trip fares have not changed since 1997.

Having consistency between FST fares, Solano Paratransit and Rt. 30 as well as timing the changes simultaneously is important from both a customer service and operational point of view. ADA paratransit fares by law may be up to twice the cost of a comparable

trip on fixed-route services. Based on the proposed fixed-route fares, the proposed paratransit fares are lower than the allowable limits. The proposed fares for Rt. 30 are shown on Attachment A and the proposed fares for Solano Paratransit are shown on Attachment B.

These proposed fares are being included in a series of public meetings held throughout the Cities of Fairfield and Suisun City in late June and early July. Notices were placed on all FST buses the week of June 19th to inform current transit riders of the public meetings and how to receive more information on the proposed service and fare changes. Solano Paratransit and Rt. 30 fare changes are proposed to be implemented simultaneously with FST's October 1, 2006 service and fare changes. If implemented the increases are projected to improve the farebox recovery rate for both Rt. 30 and Solano Paratransit.

This has been reviewed by the STA Board's Transit Subcommittee as well as the Technical Advisory Committee (TAC) and Consortium committees. After discussion, all these committees recommended approval. At their meeting, the Transit Subcommittee recommended fare adjustments being considered on a more consistent basis, perhaps every two years, to avoid large increases in fares.

Recommendations:

The STA Board consider any input received at the July 12, 2006 public hearing and then approve the following:

- A. New fare structure for Rt. 30 as shown on Attachment A and effective October 1, 2006.
- B. New fare structure for Solano Paratransit as shown on Attachment B and effective October 1, 2006.

Attachments:

- A. Proposed fare structure for Rt. 30 effective October 1, 2006
- B. Proposed fare structure for Solano Paratransit effective October 1, 2006

Regular Adult Fare: One-way Trip

Proposed Fares
Existing Fares

Proposed Route 30	Fairfield	Vacaville	Dixon	Davis	Sacramento
	Fairfield	\$1.50 \$1.25	\$2.50 \$2.00	\$3.50 \$2.25	\$4.50 \$2.75
Vacaville		n/a n/a	\$2.50 \$2.00	\$3.50 \$2.25	\$4.50 \$2.75
Dixon			n/a n/a	\$2.50 \$2.00	\$3.50 \$2.25
Davis				\$1.50 \$1.25	\$2.50 \$2.00
Sacramento					\$1.50 \$1.25

Regular Adult Fare: Monthly Pass

Route 30	Fairfield	Vacaville	Dixon	Davis	Sacramento
	Fairfield	\$50.00 \$42.00	\$62.00 \$50.00	\$74.00 \$56.00	\$86.00 \$69.00
Vacaville		n/a n/a	\$62.00 \$50.00	\$74.00 \$56.00	\$86.00 \$69.00
Dixon			n/a n/a	\$62.00 \$50.00	\$74.00 \$56.00
Davis				n/a n/a	\$62.00 \$50.00
Sacramento					n/a n/a

ATTACHMENT B

Proposed Paratransit and DART Fares	Dixon	Fairfield (local-FTC-Cordelia-TAFB)	Rio Vista	Suisun City	Vacaville	Benicia	Vallejo	El Cerrito del Norte BART
	Dixon	\$1.50	\$6.00 \$4.00	\$11.00 \$6.00	\$6.00 \$4.00	\$4.00 \$2.00	\$11.00 \$8.00	\$11.00 \$8.00
Fairfield		\$3.00 \$2.50	\$8.00 \$4.00	\$3.00 \$2.50	\$4.00 \$2.00	\$6.00 \$4.00	\$6.00 \$4.00	\$11.00 7.50
Rio Vista			\$1.50	\$8.00 \$4.00	\$10.00 \$6.00	\$12.00 \$8.00	\$12.00 \$8.00	\$15.00 \$11.50
Suisun City				\$3.00 \$2.50	\$4.00 \$2.00	\$6.00 \$4.00	\$6.00 \$4.00	\$11.00 7.50
Vacaville					\$2.00	\$7.00 \$6.00	\$7.00 \$6.00	\$12.00 9.50
Benicia						\$1.50 \$1.50	\$2.50 \$1.50	4.50
Vallejo							\$2.50 \$1.50	\$3.00 \$2.50
BART								n/a

Proposed Fare
Existing Fare

DART Fare

Non-Solano Paratransit/DART Services - Fares set by others



DATE: June 28, 2006
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – June 2006 – Continued Item

Background:

The June 2006 Legislative Update was continued by the Solano Transportation Authority (STA) Board at the June 14, 2006 meeting. At the Board's request, STA's legislative consultant Josh Shaw of Shaw/Yoder, Inc., has been invited to brief the Board regarding the State Bond (Proposition 1B). With additional input on funding issues, the recommendation from the June 2006 Legislative Update is brought forward at this time for Board reconsideration.

Discussion:

State Infrastructure Bonds

On May 5, 2006, 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/I-680/State Route 12 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 Roads 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).

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)

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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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DATE: July 5, 2006
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – July 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.

Discussion:

A Legislative Matrix has been prepared (see Attachment A) listing the legislative bills that the STA staff is monitoring, including positions on bills already taken by the STA Board. The matrix gives a brief description of the bills, includes the latest information on their status, as well as the positions taken by other key agencies.

AB 2444 (Klehs) Congestion Management and Motor Vehicle Environmental Mitigation Fees was introduced February 23, 2006. If approved, this bill would authorize the congestion management agencies in the nine Bay Area counties to each impose, by a two-thirds vote of the respective governing board, an annual fee up to \$5 on motor vehicles registered within those counties for congestion management. The bill would further authorize the Bay Area Air Quality Management District (BAAQMD) to impose an additional \$5 annual fee on motor vehicles registered within its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment. The California Regional Water Quality Control Board for the counties located in the Bay Area Region and the BAAQMD would each have responsibility for one half of the revenues derived by this portion of the fee.

The most recent amendment (May 3, 2006) included a 5 percent cap for administrative expenses. Attachment C is an analysis of AB 2444 prepared on June 26, 2006 by Carrie Cornwell, Chief Consultant to the Senate Transportation & Housing Committee. While bills such as this have been vetoed by the governor in the past, this legislation would help Solano County by providing an optional tool to address traffic congestion and environmental needs. There is no sunset clause contained in the bill. If a congestion management agency (CMA) decides to implement the fee, it can also be ceased by CMA Board action. A potential \$58.4 million net revenue would be available to the Bay Area if every agency imposed the maximum \$5 surcharge. This includes a net revenue of \$29.2 million generated by the traffic congestion management surcharge plus \$29.2 million generated by the environmental mitigation surcharge if BAAQMD imposes the maximum \$5 surcharge. Solano County's share is estimated to be \$3.8 million per year if both fees were implemented. \$1.9 million per year would be specifically for congestion management purposes.

AB 2444 is in concurrence with the following policies of the 2006 STA Legislative Platform:

I. Air Quality:

2. *Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.*

V. Funding:

16. *Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.*

There is some concern about whether it would be appropriate for the BAAQMD to adopt a resolution to generate a surcharge of which 50% would be allocated to water quality-related programs. For instance, it may be more appropriate to require adoption of a resolution by the San Francisco Bay Regional Water Quality Control Board for surcharge revenues to be used for water quality-related programs. However, this legislation is consistent with the STA's adopted legislative platform and staff recommends a position of support. The Solanlinks Consortium and the STA Technical Advisory Committee both approved recommending a position of support to the STA Board.

SB 1611 (Simitian) Congestion Management Fee: Vehicle Registration was introduced in February of this year. As amended on April 19, 2006, SB 1611 would authorize a congestion management agency (by a majority vote of the governing board) to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee up to \$25 on each motor vehicle registered within a county for transportation projects and programs with a relationship or benefit to the persons paying the fee. This amendment, which inserted the voter ballot measure provision, is in direct response to previous veto messages from the governor. Based on the California Department of Motor Vehicles' 2004 "Estimated Fee Paid Vehicle Registrations by County," SB 1611 has the potential of providing Solano County \$377,543 for every dollar of the fee, up to \$9.4 million annually if the maximum \$25 fee were to be approved by the STA Board. The full text of SB 1611 is included as Attachment D, and an analysis prepared on June 27, 2006 by Anya Lawler of the Senate Committee on Local Government is included as Attachment E. This legislation is consistent with the STA's adopted legislative platform and staff recommends a position of support. This bill has not been reviewed by the Solanlinks Consortium or the STA Technical Advisory Committee.

SCR 123 (Florez) Joint Legislative Committee on High-Speed Trains (Attachment F) was introduced June 8, 2006. If approved, this bill would establish the Joint Legislative Committee on High-Speed Trains through 2008 to hold public hearings, receive public comment and review the work of the California High-Speed Rail Authority and the plans for a high-speed train system in California. One reason given for establishing this committee, is the likelihood that the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century will be postponed until November of 2008 due to the abundance of other state infrastructure bond measures on the November 2006 ballot. This committee would further refine and develop the high-speed train project. Staff recommends watching this bill as it proceeds through the legislature. Attachment G is a bill analysis from the Senate Rules Committee prepared on June 29, 2006. The Solanlinks Consortium and the STA Technical Advisory Committee both approved recommending a watch position to the STA Board.

AB 2538 (Wolk) Planning, Programming and Monitoring (PPM) bill was approved by the Assembly on May 31, 2006 by a vote of 60 to 18. The Senate Transportation Committee approved AB 2538 on June 27, 2006 by a 9-4 vote. The bill will be heard by the Senate Appropriations Committee

about the second week of August, then proceed to the Senate floor. Staff is working with our consultant (Shaw/Yoder) and committee members to move the bill through the legislature.

Federal Update

The Solano Transportation Authority submitted requests for Federal Appropriations in March, 2006. The requests were for four local transportation projects:

- Vallejo Baylink Ferry Intermodal Center – \$4 million.
- Fairfield / Vacaville Intermodal Station – \$1.9 million.
- I-80 / I-680 / SR 12 Interchange Project – \$6 million (*received \$17.48 million in last year's federal transportation bill called SAFETEA-LU*).
- Travis Air Force Base (AFB) Access Improvements (Jepson Parkway) – \$3 million (*received \$3.2 million in last year's SAFETEA-LU bill*).

The Federal Fiscal Year 2007 Transportation Appropriations bill (HR 5576) was approved by the House Appropriations Committee, including funding for two Solano County transportation projects:

- Vallejo Baylink Ferry Intermodal Facility: \$1.75 million (*1 of 19 earmarks nationwide for Ferry & Ferry Facilities Account*)
- Fairfield/Vacaville Intermodal Station: \$850,000 (*1 of 39 California earmarks totaling \$31 million for the state for Bus & Bus Facilities Account*)

Two other earmarks were approved by the House Appropriations Committee for projects in Solano County through the Transportation and Community & Systems Preservation Program (TCSP):

- Highway 12 Safety at Rio Vista - \$250,000
- Highway 37 Ramps at Vallejo - \$200,000

The bill will now be forwarded to the Senate Transportation Committee. Action is expected to be taken after the July 4th legislative recess.

STA staff and federal legislative consultant Mike Miller (The Ferguson Group) are tracking this closely and will provide an update at the meeting next week.

Recommendation:

Adopt the following positions on proposed legislation:

- AB 2444 (Klehs) – Support
- SB 1611 (Simitian) - Support
- SCR 123 (Florez) - Watch

Attachments:

- A. Legislative Matrix
- B. AB 2444 (Klehs) as amended 05-03-06
- C. AB 2444 (Klehs) Bill Analysis
- D. SB 1611 (Simitian) as amended 04-19-06
- E. SB 1611 (Simitian) Bill Analysis
- F. SCR 123 (Florez)
- G. SCR 123 (Florez) Bill Analysis
- H. State Legislative Update – July, 2006 (Shaw/Yoder, Inc.)
- I. Federal Legislative Update – July, 2006 (The Ferguson Group)

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Solano Transportation Authority Legislative Matrix July 5, 2006

State Legislation

State Legislation Bill/Author	Subject	Status of Bill		STA Position
		Others' Position		
AB 1407 (Lieber) Bridge Toll Cleanup: RM2 & Hybrid Vehicles in HOV Lanes 137	Modifies existing law related to management structure for Regional Rail Plan in Regional Measure 2 (RM2). Specifies that owner of a hybrid vehicle registered in the 90county Bay Area who seeks a vehicle identifier in order to use the HOV lanes leading to the state-owned toll bridges must maintain a FasTrak account in order to pay bridge tolls when using the HOV lanes without the required number of occupants. Authorizes MTC, in consultation with a project sponsor, to reprogram RM2 project savings to another project in the same bridge corridor. Also permits MTC to swap RM2 funds on a 1:1 basis for alternate funds for other projects that improve travel options in the bridge corridors.	Amended 6/5/06; Senate CSAC-Watch MTC-Support/Sponsor		
AB 1783 (Nunez) Infrastructure Bond Proposal	Provides legislative intent to enact the California Infrastructure, Improvement, Smart Growth, Economic Reinvestment, and Emergency Preparedness Financing Act of 2006 to provide for the financing of state and local government infrastructure through various funding sources, including bonds, fees, assessments, and other sources.	Introduced 1/4/06; In Assembly ABAG-Support LCC-Watch	Watch 03/08/06	
AB 2128 (Torrice) Employer Tax Credit: Commuter Benefits	Authorizes an employer until 2017 2018 to claim a tax credit against income taxes up to 60 percent for costs incurred to provide certain, defined commuter benefits to its employees. Restricts such tax credit to expenditures incurred for private-sector transit, defined as private transit motorized vehicles designed to carry 16 or more passengers. Provides that only employers who offer public transit subsidies as well as private transit subsidies may qualify for the tax credit, but that the credit shall only apply for transit benefits for private mass transit. <i>Requires that the owner of such motorized vehicle(s) register the vehicle(s) annually with the Department of Motor Vehicles (Amended 5/3/06)</i>	From committee without further action pursuant to Joint Rule 62(a) 06/08/06		ATTACHMENT A

State Legislation Bill/Author	Subject	Status of Bill Others' Position	STA Position
AB 2444 (Klehs) Vehicle Registration Fee; Congestion Management, Water and Air Quality	<p>Authorizes the congestion management agencies in the 9 Bay Area counties to each impose, by a two-thirds vote of the respective government board, an annual fee up to \$5 on motor vehicles registered within those counties for congestion management. Further authorizes the Bay Area Air Quality Management District to impose an additional \$5 annual fee on motor vehicles registered with its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment. The California Regional Water Quality Control Board for the Bay Area and the Bay Area Air Quality Management District would each have responsibility for one half of the revenues derived by this portion of the fee. <i>Caps the amount that these districts may spend on administrative expenses at 5 percent.</i> (Amended 5/3/06)</p>	<p>Amended 5/3/06; Senate Environmental Quality Committee Hearing 08/07/06</p> <p><u>Support:</u></p> <ul style="list-style-type: none"> • Alameda County Congestion Management Agency • Defenders of Wildlife • Marin County • Santa Clara Valley Transportation Authority <p><u>Oppose:</u></p> <ul style="list-style-type: none"> • Stop the Hidden Taxes Coalition 	
AB 2538 (Wolk) Project Programming, Planning & Monitoring (PPM) Funds	<p>Provides that each county may request up to 5 percent of its county share in the State Transportation Improvement Program (STIP) for the purpose of project planning, programming, and monitoring. Further specifies that in no event shall this maximum amount be less than would be the case if the annual STIP funding were \$1.25 billion. (Amended 5/26/06)</p>	<p>Amended 5/26/06 Senate Appropriations Committee TBD 08/06</p> <p>MTC-Support</p>	Support and co-sponsor 03/08/06

State Legislation Bill/Author	Subject	Status of Bill	STA Position
SB 44 (Kehoe) General Plan: Air Quality Element	Requires each local jurisdiction to adopt an air quality element as part of its general plan or amend its general plan to include data and analysis, comprehensive goals, policies and implementation strategies to improve air quality no later than one year from the date specified for the next revision of its housing element. Requires that the jurisdiction send a copy of the draft amendment to the appropriate air quality management district for review and comment. Specifies that implementation measures include only those measures over which the city or county has control and shall be balanced with other state and local policies.	Amended 5/17/05; Placed on inactive file on request of Assembly Member Frommer 6/29/06. ABAG-Watch BAAQMD-Support	Request comments from cities & counties 05/11/05
SB 1024 (Perata) Public Works & Improvements: Bond Measure 139	Enacts the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2006 to authorize an unspecified amount in state general obligation bonds on the June 2006 election for specified purposes, including the state transportation improvement program, passenger rail improvements, levee improvements, flood control, restoration of Proposition 42 transportation funds, port infrastructure and security projects, environmental enhancement projects, transit-oriented development, affordable housing, local bridge seismic retrofit, state-local partnership program, transit security and grade crossings subject to voter approval. (Amended 1/26/06)	Held in Assembly 1/31/06 ABAG-Watch BAAQMD-Support MTC-Support	Watch 05/11/05, 03/08/06
SB 1165 (Dutton) Transportation Bond Acts of 2006, 2008 & 2012	Enacts the governor's proposal to issue general obligation bonds for various transportation purposes. Pledges a percentage of existing fuel excise taxes and truck weight fees to offset the general fund cost for bond debt service. Authorizes transportation entities to use a design-build process for contracting on transportation projects. (Introduced 1/10/06)	Suspended by Senate Transportation & Housing and Environmental Quality Committees 1/19/06 LCC-Watch	Watch 03/08/06

State Legislation Bill/Author	Subject	Status of Bill	STA Position
<p>SB 1266 (Perata) - Proposition 1B Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006</p>	<p>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 & 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, local street & road improvement, congestion relief, and traffic safety.</p>	<p>Enacted, Chapter 25, Statutes of 2006 5/16/06</p>	
<p>SB 1611 (Simitian) Congestion Management Fee: Vehicle Registration</p>	<p>Authorizes a congestion management agency, by a majority two-thirds vote of the governing board, to place a majority vote ballot measure before the voters of a county authorizing the imposition of impose an annual fee up to \$25 \$20 on each motor vehicle registered within a county for transportation projects and programs with a relationship or benefit to the persons paying the fee. Requires a specific transportation program with performance measures and a budget to be adopted before the fee is imposed. (Amended 04/19/06)</p>	<p>Amended 06-29-06 Re-referred to Assembly Appropriations Committee 06-29-06</p> <p><u>Support:</u> Alameda County Congestion Management Agency City of Oakland City/County Assoc. of Governments of San Mateo County Counties of Marin and Santa Clara Santa Clara Valley Transportation Authority Santa Clara Valley Water District</p>	

State Legislation Bill/Author	Subject	Status of Bill	STA Position
SB 1694 (Aanestad) Federal Funds: Allocation to Counties	Requires that counties receive \$30 million or 15 percent of the discretionary portion of the Equity Bonus for the federal-aid secondary road system. (Amended 4/19/06)	Senate Appropriations Committee set first hearing; Held in committee and under submission 05/25/06. CSAC-Support MTC-Oppose	
SB 1812 (Runner) Caltrans' participation in a federal surface transportation project delivery pilot program 141	Authorizes the State of California Caltrans-Director to consent to the jurisdiction of the federal courts with regard to the responsibilities assumed pursuant to the surface transportation project delivery pilot program authorized in the Safe Accountable, Flexible Efficient Transportation Equity Act (SAFETEA). This program allows the Secretary of the U.S. Department of Transportation to permit up to 5 states, including California, to participate in a program whereby the state assumes responsibility for assuring compliance with certain federal environmental laws, including the National Environmental Policy Act. <i>Provides that the law shall expire in 2009 but that the state shall remain liable for any decisions made pursuant to the law prior to its repeal.</i> (Amended 5/2/06)	Senate Appropriations Committee 5/25/06 CSAC-Support LCC-Support	Support 05/10/06
SCA 7 (Torlakson) Proposition 42 Protection	Amended version removes proposed revisions to Proposition 42, restoring original language. Modifies the suspension provision in Proposition 42 to provide that the transfer of gasoline sales tax revenues to transportation may only be suspended twice in a decade, and that such a suspension must be repaid within three years with interest. A second suspension may not be made until the first one is repaid. (Amended 5/4/06)	Enacted, Chapter 49, Statutes of 2006	
SCR 123 (Florez) Joint Legislative Committee on High-Speed Trains	Would establish the Joint Legislative Committee on High-Speed Trains through 2008 to hold public hearings, receive public comment and review the work of the California High-Speed Rail Authority and the plans for a high-speed train system in California.	Senate Third Reading 06/29/06	

California Legislature
2005-06 Regular Session Calendar

<p>January 2006 (Second year of 2-year legislative session)</p> <p>1 Statutes take effect 3 Legislature reconvenes 5 Governor's State of the State Address 10 Budget must be submitted by Governor 27 Last day to submit bill requests to Office of Legislative Counsel</p>	<p>July 7 Summer Recess begins on adjournment, provided Budget Bill has been enacted</p>
<p>February 24 Last day to introduce bills</p>	<p>August 7 Legislature reconvenes 18 Last day for Fiscal Committees to meet and report Senate bills to the Floor 21 Floor session only through August 31 25 Last day to amend bills on the Floor 31 Final recess begins at end of this day's session</p>
<p>April 6 Spring Recess begins at the end of this day's session 17 Last day for policy committees to hear and report Fiscal Committees fiscal bills introduced in their house 28 Last day for policy committees to hear and report non-fiscal bills introduced in their house to Floor</p>	<p>September 9 Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in his possession on or after September 1</p>
<p>May 12 Last day for policy committees to meet and report non-fiscal bills introduced in their house to Floor 19 Last day for policy committees to meet prior to June 5 26 Last day for Fiscal Committees to hear and report to the Floor bills introduced in their house 26 Last day for Fiscal Committees to meet prior to June 5 30 Floor session only through June 5</p>	<p>October 2 Bills enacted on or before this date take effect on June 1, 2007</p>
<p>June 2 Last day for bills to be passed out of the house of origin 5 Committee meetings may resume 15 Budget Bill must be passed by midnight 29 Last day for a legislative measure to qualify for the general election (November 7) ballot 30 Last day for policy committees to meet and report bills</p>	<p>November 30 2005-06 session adjourns at midnight December 4 2007-08 Regular session convenes at midnight</p>

IMPORTANT DATES OCCURRING DURING FINAL CALIFORNIA LEGISLATURE RECESS

2006

Sep. 30 — Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in his possession on or after Sept. 1 (Art. IV, Sec. 10(b)(2)).

Oct. 2 — Bills enacted on or before this date take effect January 1, 2007 (Art. IV, Sec. 8(c)).

Nov. 7 — General Election.

Nov. 30 — Adjournment *sine die* at midnight (Art. IV, Sec. 3(a)).

Dec. 4 — 2007-08 Regular Session convenes for Organizational Session at 12 noon (Art. IV, Sec. 3(a)).

2007

Jan. 1 — Statutes take effect (Art. IV, Sec. 8(c)).

(Dates based on usage and custom and SCR No. 1)

**109th United States Congress
2006 Session Calendar**

<p>January 16 Senate and House recess for Martin Luther King, Jr. Day 31 Senate and House convene 31 State of the Union Address</p>	<p>July 3-7 Independence Day District Work Period 11 Senate and House reconvene</p>
<p>February 20 Presidents' Day 20-24 Presidents' Day Recess</p>	<p>August 7-Sept 4 Summer District work period</p>
<p>March 20-24 House and Senate not in session</p>	<p>September 4 Labor Day 5 Senate and House reconvene</p>
<p>April 2 House and Senate reconvene 10-21 Spring District Work Period</p>	<p>October 6 Target Adjournment Date</p>
<p>May 29- June 2 Memorial Day Recess/District Work Period</p>	<p>November 7 Election Day 10 Veterans Day Holiday 23 Thanksgiving Holiday</p>
<p>June 5 Senate and House reconvene</p>	<p>December 16 Hanukkah 25 Christmas Holiday</p>

AMENDED IN ASSEMBLY MAY 3, 2006

AMENDED IN ASSEMBLY APRIL 6, 2006

CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

ASSEMBLY BILL

No. 2444

Introduced by Assembly Member Klehs
(Coauthors: Assembly Members ~~Lieber and Nation~~ Chan, Coto,
Evans, Hancock, Leno, Lieber, Nation, Torrico, Wolk, and Yee)

February 23, 2006

An act to add Chapter 2.66 (commencing with Section 65089.20) and Chapter 2.67 (commencing with Section 65089.30) to Division 1 of Title 7 of the Government Code, and to add Sections 9250.3 and 9250.4 to the Vehicle Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2444, as amended, Klehs. Congestion management and motor vehicle environmental mitigation fees.

Existing law provides for the imposition by air districts and other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles.

This bill would authorize the congestion management agencies in the 9 Bay Area counties, by a $\frac{2}{3}$ vote of all of the members of the governing board, to impose an annual fee of up to \$5 on motor vehicles registered within those counties for a program for the management of traffic congestion. The bill would require a program with performance measures and a budget to be adopted before the fee may be imposed. The bill would require the agency to have an independent audit performed on the program and to submit a report to

the Legislature on the program by July 1, 2011. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the net revenues, after deduction of specified costs, to the agency. The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency to make a specified finding of fact in that regard by a $\frac{2}{3}$, $2/3$ vote.

This bill would also authorize the Bay Area Air Quality Management District, which is the air pollution control district for the 9-county Bay Area, to impose an annual fee of up to \$5 on motor vehicles registered with its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment, including, but not limited to, stormwater runoff mitigation projects, water quality improvement projects, and air quality improvement projects. The bill would require a program with performance measures and a budget to be adopted by the Bay Area Air Quality Management District and the California Regional Water Quality Control Board for the San Francisco Bay Region before the fee may be imposed, and would require the fee to be adopted by a $\frac{2}{3}$, $2/3$ vote of the governing board of the district. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and to distribute the net revenues, after deduction of specified costs, to the Bay Area Air Quality Management District and to the California Regional Water Quality Control Board for the San Francisco Bay Region based on a specified formula. The bill would require the recipient agencies to have an independent audit performed on the program and to submit a report to the Legislature on the program by July 1, 2011. The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the board to make a specified finding of fact in that regard by a $\frac{2}{3}$, $2/3$ vote.

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. Chapter 2.66 (commencing with Section
- 2 65089.20) is added to Division 1 of Title 7 of the Government
- 3 Code, to read:

1 CHAPTER 2.66. MANAGEMENT OF TRAFFIC CONGESTION IN
2 THE BAY AREA
3

4 65089.20. (a) As used in this chapter, “county transportation
5 agency” means an agency designated pursuant to Section 66531
6 to develop the county transportation plan.

7 (b) A county transportation agency may impose a fee of up to
8 five dollars (\$5) on motor vehicles registered within the county if
9 the board of the county transportation agency adopts a resolution
10 providing for both the fee and a corresponding program for the
11 management of traffic congestion as set forth in Sections
12 65089.21 to 65089.24, inclusive. Adoption by the board requires
13 a vote of approval by two-thirds of all the members of the board.

14 (c) A fee imposed pursuant to this section shall not become
15 operative until six months after the effective date of this section
16 and pursuant to the resolution adopted by the board in
17 subdivision (b).

18 (d) A county transportation agency may adopt a resolution by
19 a majority vote of the board to cease collection of the fee
20 commencing on a date determined by the county transportation
21 agency in consultation with the Department of Motor Vehicles.

22 65089.21. (a) The net revenues from the fee distributed to the
23 county transportation agency pursuant to Section 9250.3 of the
24 Vehicle Code shall be used for purposes of congestion
25 management consistent with the objectives of Section 65089.

26 (b) (1) The revenues may be used to pay for programs with a
27 relationship or benefit to the owners of motor vehicles that are
28 paying the fee. Eligible projects include, but are not limited to,
29 roadway operations and improvements (not including the
30 construction of through freeway lanes), public transit capital
31 improvements and operations, and bicycle and pedestrian safety
32 projects and programs.

33 (2) Prior to imposing the fee, the board of the county
34 transportation agency shall make a finding of fact by two-thirds
35 of all the members of the board of that county transportation
36 agency that those programs bear a relationship or benefit to the
37 motor vehicles that will pay the fee.

38 (c) The purpose of the congestion management program is to
39 address motor vehicle congestion.

1 (d) Not more than 5 percent of the fees distributed to the
2 county transportation agency shall be used by the agency for its
3 administrative costs associated with the program.

4 65089.22. Prior to the imposition of the fee by the county
5 transportation agency, a specific program with performance
6 measures and a budget shall first be developed and adopted by
7 the county transportation agency at a noticed public hearing.

8 65089.23. The county transportation agency shall have an
9 independent audit performed on the specific program adopted
10 pursuant to Section 65089.22 with the review and report
11 provided to the board at a noticed public hearing.

12 65089.24. The county transportation agency shall provide a
13 report to the Legislature on the specific program adopted
14 pursuant to Section 65089.22 by July 1, 2011.

15 SEC. 2. Chapter 2.67 (commencing with Section 65089.30) is
16 added to Division 1 of Title 7 of the Government Code, to read:

17
18 CHAPTER 2.67. ENVIRONMENTAL MITIGATION OF MOTOR
19 VEHICLES IN THE BAY AREA
20

21 65089.30. (a) As used in this chapter, "board" means the
22 governing body of the Bay Area Air Quality Management
23 District.

24 (b) The board may impose a fee of up to five dollars (\$5) on
25 motor vehicles registered within the counties in its jurisdiction if
26 the members of the board adopt a resolution providing for both
27 the fee and a corresponding program for the mitigation of the
28 impacts of motor vehicles on the environment submitted to the
29 board as set forth in Sections 65089.31 to 65089.34, inclusive.
30 Adoption by the board requires a vote of approval of two-thirds
31 of all the members of the board.

32 (c) A fee imposed pursuant to this section shall not become
33 operative until six months after the effective date of this section
34 and pursuant to the resolution adopted by the board in
35 subdivision (b).

36 (d) The board may adopt a resolution by majority vote to cease
37 collection of the fee commencing on a date determined by the
38 board in consultation with the Department of Motor Vehicles.

39 65089.31. (a) The net revenues available pursuant to Section
40 9250.4 of the Vehicle Code shall be distributed as follows:

1 (1) Fifty percent to the Bay Area Air Quality Management
2 District. Of these revenues, 75 percent shall be expended on
3 projects in the county of origin, as determined by the district, and
4 25 percent shall be expended on regional projects.

5 (2) Fifty percent to the California Regional Water Quality
6 Control Board for the San Francisco Bay Region. Of these
7 revenues, 75 percent shall be expended on projects in the county
8 of origin, as determined by the board, and 25 percent shall be
9 expended on regional projects.

10 (b) (1) The revenues may be used to pay for programs that
11 mitigate the impacts of motor vehicles on the environment,
12 including, but not limited to, stormwater runoff mitigation
13 projects, water quality improvement projects, and air quality
14 improvement projects, including those that address emissions
15 that contribute to climate change. The programs shall have a
16 relationship or benefit to the owners of motor vehicles that are
17 paying the fee.

18 (2) Prior to the imposition of the fee, the board shall make a
19 finding of fact by a two-thirds vote of all of the members of the
20 board that those programs bear a relationship or benefit to the
21 motor vehicles that will pay the fee.

22 (c) *Not more than 5 percent of the fees distributed to the Bay*
23 *Area Quality Management District or the California Regional*
24 *Water Quality Control Board for the San Francisco Bay Region*
25 *shall be used by those entities for their administrative costs*
26 *associated with the programs specified in this section.*

27 65089.32. Prior to the imposition of the fee by the board, a
28 specific program with performance measures and a budget shall
29 first be developed and adopted by the Bay Area Air Quality
30 Management District and the California Regional Water Quality
31 Control Board for the San Francisco Bay Region for the
32 anticipated revenues each agency is expected to receive pursuant
33 to Section 65089.31. The adoption shall occur at a noticed public
34 hearing of each agency. Each agency shall submit the program
35 and budget to the board.

36 65089.33. The Bay Area Air Quality Management District
37 and the California Regional Water Quality Control Board for the
38 San Francisco Bay Region shall have an independent audit
39 performed on the specific program adopted pursuant to Section

1 65089.32 with the review and report provided to each agency at a
2 noticed public hearing.

3 65089.34. The Bay Area Air Quality Management District
4 and the California Regional Water Quality Control Board for the
5 San Francisco Bay Region shall provide a report to the
6 Legislature on the specific program adopted pursuant to Section
7 65089.32 by July 1, 2011.

8 SEC. 3. Section 9250.3 is added to the Vehicle Code, to read:

9 9250.3. (a) The department shall, if requested by a county
10 transportation agency, collect the fee imposed pursuant to
11 Section 65089.20 of the Government Code upon the registration
12 or renewal of registration of any motor vehicle registered in the
13 county, except those vehicles that are expressly exempted under
14 this code from the payment of registration fees.

15 (b) A county transportation agency shall pay for the initial
16 setup and programming costs identified by the Department of
17 Motor Vehicles through a direct contract with the department.
18 Any direct contract payment by the county transportation agency
19 shall be repaid, with no restriction on the funds, to the county
20 transportation agency as part of the initial revenues distributed.
21 Regular Department of Motor Vehicles collection costs shall be
22 in accordance with subdivision (c). These costs shall not be
23 counted against the 5-percent administration cost limit specified
24 in subdivision (d) of Section 65089.21.

25 (c) After deducting all costs incurred pursuant to this section,
26 the department shall distribute the net revenues to the county
27 transportation agency.

28 (d) As used in this section, "county transportation agency" has
29 the same meaning as in subdivision (a) of Section 65089.20 of
30 the Government Code.

31 SEC. 4. Section 9250.4 is added to the Vehicle Code, to read:

32 9250.4. (a) The department shall, if requested by the
33 governing board of the Bay Area Air Quality Management
34 District, collect the fee imposed pursuant to Section 65089.30 of
35 the Government Code upon the registration or renewal of
36 registration of any motor vehicle registered in a county within the
37 jurisdiction of the board, except those vehicles that are expressly
38 exempted under this code from the payment of registration fees.

39 (b) The board shall pay for the initial setup and programming
40 costs identified by the Department of Motor Vehicles through a

1 direct contract with the department. Any direct contract payment
2 by the board shall be repaid, with no restriction on the funds, to
3 the board as part of the initial revenues available for distribution.
4 Regular Department of Motor Vehicles collection costs shall be
5 in accordance with subdivision (c). *These costs shall not be*
6 *counted against the 5 percent administration cost limit specified*
7 *in subdivision (c) of Section 65089.31.*
8 (c) After deducting all costs incurred pursuant to this section,
9 the department shall distribute the net revenues pursuant to
10 subdivision (a) of Section 65089.31 of the Government Code.

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SENATE TRANSPORTATION & HOUSING COMMITTEE
SENATOR ALAN LOWENTHAL, CHAIRMAN

BILL NO: AB 2444
AUTHOR: klehs
VERSION: 5/3/06
FISCAL: yes

Analysis by: Carrie Cornwell
Hearing date: June 27, 2006

SUBJECT:

Congestion management and environmental mitigation fees

DESCRIPTION:

This bill authorizes in the nine Bay Area counties an annual fee of up to \$5 on motor vehicle registrations to fund traffic congestion management programs. The bill also allows the Bay Area Air Quality Management District to impose an annual fee of up to \$5 on vehicle registrations within its jurisdiction to fund a program for mitigating the environmental impacts of motor vehicles.

ANALYSIS:

Existing law requires that each county with an urbanized area adopt or update a congestion management program biennially, consistent with the schedule for adopting and updating the regional transportation improvement program. The program must include:

Traffic level of service standards established for a system of highways and roadways designated by the congestion management program agency;

Performance elements regarding the movement of people and goods;

Program elements that promote alternative transportation methods, including carpools, vanpools, transit, bicycles, and other strategies;

Analysis of land use decisions on regional transportation systems; and

A seven-year capital improvement program.

Existing law empowers the Bay Area Air Quality Management

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District (BAAMQD) to adopt, implement, and enforce transportation control measures for the attainment of state or federal ambient air quality standards in the nine Bay Area counties.

Existing law also establishes a basic vehicle registration fee of \$31, plus a \$9 surcharge for additional personnel for the California Highway Patrol, and authorizes local agencies to impose separate vehicle registration fee surcharges in their respective jurisdictions for a variety of special programs, including:

- \$1 for service authorities for freeway emergencies,
- \$1 for deterring and prosecuting vehicle theft,
- up to \$7 for air quality programs,
- \$1 for removing abandoned vehicles, and
- \$1 for fingerprint identification programs.

This bill :

- 1) Permits, within the nine Bay Area counties, a county transportation agency to impose an additional fee of up to \$5 on motor vehicles registered within the county provided that:
 - a) The transportation agency board adopts by a two-thirds vote a resolution providing for the fee and a corresponding program to manage traffic congestion. The resolution must be approved by members of the board representing two-thirds of the population of the county. (The board may vote to discontinue collection of the fee by a resolution passed by a majority vote.)
 - b) Prior to the adoption of the fee, the board of the county transportation agency adopts at a noticed public hearing, a specific program with performance measures and a budget.
 - c) The board adopts, prior to imposing the fee and by a two-thirds vote, a finding of fact that the funded programs bear a relationship or benefit to the motor vehicles that will pay the fee.
 - d) The fee is used for congestion management programs and may be used to pay for programs that benefit vehicle owners. The bill specifies programs that may benefit vehicle owners to include road improvements (except

□

through freeway lanes), transit capital improvements and operations, and bicycle and pedestrian safety projects.

- e) The fee shall not become operative until six months after the effective date of this bill.

This bill limits each county agency's administrative expenses to no more than 5% of the fee revenue, excluding the DMV's collection costs. Also, each county transportation agency shall provide for an independent audit and shall report to the Legislature by July 1, 2011.

- 2) Permits the BAAQMD to impose an additional fee of up to \$5 on motor vehicles registered within the BAAQMD jurisdiction provided that:

- f) The board of the BAAQMD adopts, by a two-thirds vote, a resolution providing for the fee and a corresponding program to mitigate the impacts of motor vehicles on the environment. (The board may vote discontinue collection of the fee by a resolution passed by a majority vote.) The net revenues from this fee shall be split between the BAAQMD and the California Regional Water Quality Control Board for the San Francisco Bay Region (SF Water Board).
- g) Prior to the adoption of the fee, and at noticed public hearings, the board of the BAAQMD and the SF Water Board each adopt a specific program with performance measures and a budget for expenditure of the revenues each receives.
- h) The board of the BAAQMD adopts, prior to imposing the fee and by a two-thirds vote, a finding of fact that the funded programs bear a relationship or benefit to the motor vehicles that will pay the fee.
- i) The fee finances projects that have a relationship or benefit to those paying the fee, and the fee shall pay for projects that mitigate the impacts of motor vehicles on the environment, including storm water runoff mitigation, water quality improvement, and air quality improvement.
- j) The fee shall not become operative until six months after the effective date of this bill.

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This bill limits the BAAQMD's and the SF Water Board's administrative expenses to no more than 5% of the fee revenue, excluding the DMV's collection costs. Also, the BAAQMD and the SF Water Board both must provide for an independent audit of their programs, and they shall report to the Legislature by July 1, 2011 on the environmental mitigation programs undertaken.

- 3) Directs the Department of Motor Vehicles (DMV), upon request, to collect fees created by the authority granted in this bill. A county transportation agency or the BAAQMD shall pay DMV's initial setup and programming costs to collect these fees though contracts with the DMV.

COMMENTS:

1) Purpose . According to the author, this bill is a follow up to his AB 1623, which the Governor vetoed last year. AB 1623 would have authorized county transportation agencies in Alameda, Contra Costa, Marin, Napa, and Sacramento Counties to impose an annual fee of up to \$5 on motor vehicles registered within their respective jurisdictions for a program to manage traffic congestion and mitigate the environmental impacts of motor vehicles within each county. The Governor veto message stated, "I do not believe these fees should continue to be added without the approval from the people upon whom the fee is imposed."

The author contends that the state is facing a transportation funding crisis while the Bay Area is facing a pollution crisis resulting from the operation of motor vehicles. He cites historical diversions of billions of dollars in Proposition 42 revenues from transportation programs earlier in the decade as having delayed transportation projects and notes the deleterious effects of motor oil, vehicle exhaust, and tire and brake residue on air and water quality in the Bay Area. This bill addresses these problems by providing "an optional tool to begin addressing traffic congestion and the environmental needs of the Bay Area."

2) Arguments in opposition . The Stop Hidden Taxes Coalition, comprised of over 60 statewide groups, regional organizations, and private businesses, deems this bill's proposed fee to be a tax increase and believes it should be subject to a two-thirds legislative vote.

□

AB 2444 (KLEHS)

Page 5

3) Questions .

- a) Proliferation of individual fees: In recent years, there has been a steady stream of legislation authorizing local vehicle registration fees for a variety of purposes. While this has provided increased support for particular programs or purposes, it has also resulted in a patchwork of funding and activities from region to region. Does it make sense to continue to authorize fee increases piecemeal and jurisdiction by jurisdiction rather than address the transportation funding shortfall, both state and local, in a comprehensive, consistent, and adequate manner?

- b) Proliferation of revenue-increasing agencies: This bill authorizes various county transportation agencies and the BAAQMD to impose an additional vehicle registration fee. Should the number of agencies imposing fees be allowed to grow, or should authorized fee increases or revenue mechanisms be consolidated under a single public agency, for example, a Board of Supervisors?
- c) Why aren't the already required congestion management plan and air pollution-related fees sufficient? Existing law already requires counties with urbanized areas to adopt a congestion management program and to impose up to \$7 in additional fees on vehicle registrations to pay for air quality programs. If those existing programs are insufficient, perhaps the law governing them needs to be amended rather than creating new fees and new programs for the Bay Area only.
- d) Technical amendment needed. On page 3, line 5 19-21, the bill reads, "[T] board shall make a finding?that those programs bear a relationship or benefit to the motor vehicles that will pay the fee." This should read "the owners of motor vehicles that will paying the fee," as the vehicles could neither pay nor benefit from the fee, but their owners could.

1) Double-referral . The Rules Committee referred this bill to both the Transportation and Housing Committee and to the Environmental Quality Committee. Therefore, if this bill passes this committee, it will be referred to the Committee on Environmental Quality.

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AB 2444 (KLEHS)

Page 6

RELATED LEGISLATION

AB 2838 (Pavley), also on today's agenda, authorizes in Bay Area and coastal counties an annual fee of up to \$6 on motor vehicle registrations to fund environmental mitigation.

SB 1611 (Simitian) passed this committee earlier this year and is currently pending in the Assembly Transportation Committee. SB 1611 authorizes the governing board of a congestion management agency, or a county board of supervisors in a county without a congestion management agency, to place on the ballot a majority vote measure to impose an annual vehicle registration fee of up to \$25 on each motor vehicle registered in the county. This bill endeavors to respond to the governor's desire for a vote of the people on fees.

Assembly Votes:

Floor: 42 - 38

Appr: 13 - 5
L Gov: 5 - 2
Trans: 7 - 6

POSITIONS: (Communicated to the Committee before noon on
Wednesday,
June 21, 2006)

SUPPORT: Alameda County Congestion Management Agency
Defenders of Wildlife
Marin County
Santa Clara Valley Transportation Authority

OPPOSED: Stop the Hidden Taxes Coalition

AMENDED IN SENATE APRIL 19, 2006

SENATE BILL

No. 1611

Introduced by Senator SimitianFebruary 24, 2006

An act to add Section 9250.6 to the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 1611, as amended, Simitian. Congestion management fees.

Existing law provides for creation of congestion management agencies in various counties with specified powers and duties relative to management of transportation congestion. Existing law provides for the imposition by air districts and certain other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles.

This bill would authorize a congestion management agency ~~to impose, or where there is no congestion management agency, the board of supervisors, to place a majority vote ballot measure before the voters of a county authorizing the imposition of an annual fee of up to \$20~~ \$25 on each motor vehicle registered within the county for transportation projects and programs with a relationship or benefit to the persons paying the fee. The bill would require ~~a specific transportation program with performance measures and a budget to be adopted before the fee is imposed. The bill would require the resolution imposing the fee to incorporate the specific transportation program to be funded by the fee and specified findings of fact. The bill would require the resolution to be adopted by a 2/3 vote of the governing board. The bill would require the agency to have an~~

~~independent audit conducted annually on the program and to provide a specified report to the Legislature the ballot measure resolution to be adopted by a majority vote of the governing board of the congestion management agency or the board of supervisors, as appropriate, at a noticed public hearing and would also require the resolution to contain a specified finding of fact.~~ The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the proceeds, after deduction of specified administrative costs, to the agency or the board of supervisors, as appropriate, and would enact other related provisions.

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 9250.6 is added to the Vehicle Code, to
2 read:

3 9250.6. (a) A county congestion management agency created
4 pursuant to Chapter 2.6 (commencing with Section 65088) of
5 ~~Division 1 of Title 7 of the Government Code may, impose an~~
6 ~~annual fee of up to twenty dollars (\$20) on each motor vehicle~~
7 ~~registered in the county, with the net revenues to be used for~~
8 ~~transportation-related programs that have a relationship or benefit~~
9 ~~to the persons that pay the fee, including the provision of~~
10 ~~required matching funds for funding made available for~~
11 ~~transportation from state general obligation bonds. The agency~~
12 ~~may impose the fee only if the governing board adopts a~~
13 ~~resolution providing both for the fee and the specific~~
14 ~~transportation program in subdivision (b). The resolution shall~~
15 ~~also contain a finding of fact that the projects and programs to be~~
16 ~~funded by the fee have a relationship or benefit to the persons~~
17 ~~who will be paying the fee. Adoption of the fee, the program, and~~
18 ~~the finding of fact shall all require a two-thirds vote of the~~
19 ~~governing board at a noticed public hearing.~~

20 (b) ~~Prior to imposition of the fee, the governing board shall~~
21 ~~adopt a specific program for expenditure of fee revenues, with~~
22 ~~performance measures and a budget. The program shall be~~
23 ~~adopted by the governing board at a noticed public hearing.~~

24 (c) ~~The congestion management agency shall arrange for an~~
25 ~~independent audit to be conducted annually on the specific~~

1 program adopted pursuant to subdivision (b), with the auditor's
2 review and report to be provided annually to the governing board
3 at a noticed public hearing.

4 ~~(d) The congestion management agency shall provide a report~~
5 ~~to the Legislature on the specific program adopted pursuant to~~
6 ~~subdivision (b). The report shall include, but need not be limited~~
7 ~~to, an evaluation of the impact and performance improvements~~
8 ~~funded by the fee and the cost effectiveness of the program.~~
9 *Division 1 of Title 7 of the Government Code, or where there is*
10 *no county congestion management agency, the board of*
11 *supervisors, may place a majority vote ballot measure before the*
12 *voters of a county to authorize an increase in the vehicle*
13 *registration fee for transportation-related projects and*
14 *programs. The ballot measure resolution shall be adopted by a*
15 *majority vote of the governing board of a county congestion*
16 *management agency, or where there is no county congestion*
17 *management agency, the board of supervisors, at a noticed*
18 *public hearing. The resolution shall also contain a finding of fact*
19 *that the projects and programs to be funded by the fee have a*
20 *relationship or benefit to the persons who will be paying the fee.*
21 *Adoption of the resolution and the finding of fact shall all require*
22 *a majority vote of the governing board or the board of*
23 *supervisors, as appropriate, at a noticed public hearing.*

24 *(b) Pursuant to a ballot measure adopted under subdivision*
25 *(a), the voters of a county may impose an annual fee of up to*
26 *twenty-five dollars (\$25) on each motor vehicle registered in the*
27 *county, with the net revenues to be used for*
28 *transportation-related programs that have a relationship or*
29 *benefit to the persons that pay the fee, including, but not limited*
30 *to, the provision of required matching funds for funding made*
31 *available for transportation from state general obligation bonds,*
32 *congestion mitigation, and pollution prevention.*

33 ~~(e)~~

34 *(c) The department shall, if requested by a congestion*
35 *management agency or the board of supervisors, as appropriate,*
36 *collect the fee imposed approved by the voters pursuant to this*
37 *section upon the registration or renewal of registration of any*
38 *motor vehicle registered in the county, except those vehicles that*
39 *are expressly exempt under this code from the payment of*
40 *registration fees. The agency or the board of supervisors, as*

1 *appropriate*, shall pay for the initial setup and programming
2 costs identified by the department through a direct contract with
3 the department. Any direct contract payment shall be repaid, with
4 no restriction on the use of funds, to the agency *or the board of*
5 *supervisors, as appropriate*, as part of the initial net revenues
6 distributed. After deducting all nonreimbursed costs incurred by
7 the department pursuant to this section, the department shall
8 distribute the net revenues to the agency *or the board of*
9 *supervisors, as appropriate*.

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AMENDED IN SENATE APRIL 19, 2006

SENATE BILL

No. 1611

Introduced by Senator SimitianFebruary 24, 2006

An act to add Section 9250.6 to the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

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EXISTING LAW :

- 1) Establishes a basic vehicle registration fee of \$31, plus a \$9 surcharge for additional personnel for the California Highway Patrol.
- 2) Authorizes DMV, if requested by specified entities, to levy fees for specified purposes upon a vehicle's original or renewal registration.

FISCAL EFFECT :

- 1) According to the Senate Committee on Appropriations, SB 1611 involves no cost to the state General Fund because DMV's initial setup and programming costs would be paid by the agency authorizing the fee through a direct contract and DMV would recover ongoing administrative costs from fees collected.
- 2) Based on the 31 million fee-paid vehicle registrations in the state as of 2004, SB 1611 could generate up to \$775 million for transportation purposes if every county approved a ballot measure to impose the maximum \$25 fee.

COMMENTS :

- 1) According to the author, SB 1611 is intended to provide a critically needed funding source for local transportation programs, especially lower-cost congestion management programs such as ramp metering, employer and local shuttles, Intelligent Transportation Systems, and advanced accident removal systems, which are not traditionally funded through fuel tax or bond revenues. The fee revenue would also help fill funding gaps for larger transportation improvement projects and would provide local governments with matching funds to help them better compete for state and federal grants.
- 2) SB 1611 does not in itself create a new fee. It gives a county CMA, or the board of supervisors in a county without a CMA, the ability to place a majority vote measure before the voters to approve the fee. The measure can only be placed

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before the voters if the CMA or the board of supervisors makes

a finding of fact that the projects and programs to be funded by the fee have a relationship or benefit to the persons paying the fee. This type of fee does not require voter approval, but the author has chosen to include the voter approval requirement to address a concern raised in the veto message to his SB 680 (2005).

3) Related legislation: SB 680 (Simitian, 2005), which was vetoed by the Governor, would have authorized the Santa Clara Valley Transportation Authority to impose an annual vehicle registration fee of up to \$5 on vehicles in Santa Clara County to fund transportation improvements. SB 680 did not include a requirement for voter approval of the fee, and the veto message read, in part, "I do not believe these fees should continue to be added without the approval from the people upon whom the fee is imposed."

4) PROPOSED AUTHOR'S AMENDMENTS :

a) Add findings relating to the environmental and economic impacts of automobile use and the types of measures that can help lessen these impacts.

b) State legislative intent to establish a program that allows congestion management agencies or their counterparts to mitigate the impacts of automobiles on air and water quality and improve the business climate and natural environment.

c) Define "congestion mitigation" as projects including, but not limited to, public transit improvements and operations and bicycle and pedestrian safety projects and programs.

d) Define "pollution prevention" as, but not limited to, programs carried out by a congestion management agency, or by the regional water quality control board or regional air pollution control district, or another public agency that is carrying out the adopted plan of the regional air or water pollution control agency.

5) This bill has been referred to the Committees on Transportation and to Local Government.

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REGISTERED SUPPORT / OPPOSITION :

Support

Alameda County Congestion Management Agency

City of Oakland
City/County Association of Governments of San Mateo County
Counties of Marin and Santa Clara
Santa Clara Valley Transportation Authority
Santa Clara Valley Water District

Opposition

None on file

Analysis Prepared by : Anya Lawler / L. GOV. / (916) 319-3958

Senate Concurrent Resolution**No. 123****Introduced by Senator Florez**

(Principal coauthor: Assembly Member Maze)

(Coauthors: Senators Alquist, Denham, Ducheny, Figueroa, Margett, Migden, Murray, Runner, and Torlakson)

(Coauthors: Assembly Members Arambula, Karnette, Leno, Matthews, Parra, Pavley, Ruskin, and Torrico)

June 8, 2006

Senate Concurrent Resolution No. 123—Relative to the Joint Legislative Committee on High-Speed Trains.

LEGISLATIVE COUNSEL'S DIGEST

SCR 123, as introduced, Florez. Joint Legislative Committee on High-Speed Trains.

This measure would establish, until December 31, 2008, the Joint Legislative Committee on High-Speed Trains, which would be composed of 5 Members of the Senate and 5 Members of the Assembly, as specified, to hold public hearings to receive public comment and review the work of the High-Speed Rail Authority and the plans for a high-speed train system in California. The measure would prescribe the powers and duties of the committee and would authorize the Senate Committee on Rules and the Assembly Committee on Rules to make money available to the Joint Legislative Committee on High-Speed Trains from the Senate and Assembly Operating Funds, as specified.

Fiscal committee: no.

- 1 WHEREAS, California, over several decades, has built an
- 2 extensive network of freeways and airports, significantly
- 3 expanded local and regional public transportation systems,

1 greatly increased the number and frequency of commuter and
2 intercity rail services, and promoted the development and use of
3 alternative transportations modes, including bicycle, pedestrian,
4 and water transit facilities, to meet the state's growing
5 transportation needs; and

6 WHEREAS, These notable and sustained efforts are still not
7 adequate to meet all the mobility needs of the state's current or
8 future population; and

9 WHEREAS, Californians will face a massive transportation
10 challenge by the year 2020 to accommodate another 11 million
11 people and up to an additional 98 million intercity and
12 region-to-region trips, resulting in more traffic congestion,
13 reduced safety, more air pollution, longer travel times, and less
14 reliability and predictability in intercity travel; and

15 WHEREAS, The cost of expanding the current network of
16 highways and airports fully to meet the current and future
17 transportation needs may be prohibitive and is not feasible in
18 some regions; and

19 WHEREAS, California faces significant challenges in meeting
20 increasingly stringent air quality standards and moderating or
21 reducing its growing energy demand; and

22 WHEREAS, The Legislature and Governor in 1993
23 established the High Speed Rail Commission to determine the
24 feasibility of a high-speed train system in California, which
25 determined that such a system is technically, environmentally,
26 and economically feasible; and

27 WHEREAS, The Legislature and the Governor subsequently
28 created the High-Speed Rail Authority to build a high-speed train
29 system, after first preparing a business plan and completing all
30 required planning, environmental impact, engineering, and other
31 prefatory work, and the authority completed the business plan in
32 2000 and certified the Final Program Environmental Impact
33 Report/Environmental Impact Statement (EIR/EIS) in 2005; and

34 WHEREAS, The EIR/EIS concluded, among other things, that
35 the high-speed train system would help meet the need for
36 intercity travel into the future and could carry up to 68 million
37 passengers a year by 2020, would increase connectivity and
38 accessibility to existing transit stations and airports, would
39 improve travel options in parts of the state with limited bus, rail,
40 and air transportation, would be safer and more reliable than

1 highways or air travel and reduce congestion on highways and
2 for air travel, would reduce door-to-door travel times, and would
3 reduce total travel times for all transportation modes by diverting
4 traffic to high-speed trains; and

5 WHEREAS, The EIR/EIS found that the project would have
6 significant environmental benefits, including decreased energy
7 consumption and improved air quality, would use less land than
8 needed to expand highways and airports, would have fewer
9 impacts overall on sensitive habitats and water resources, and
10 would provide opportunities to plan for transit-oriented growth to
11 meet future demands; and

12 WHEREAS, The alternative of expanding the existing
13 highway and air travel systems to transport the same 68 million
14 passengers would cost over \$82 billion (based on the valuation of
15 the dollar in 2003). This would be more than twice the cost of a
16 high-speed train alternative, would be less safe and reliable,
17 would increase energy use and petroleum dependency, would
18 increase suburban sprawl, and would have significant negative
19 impacts on water and air quality, on land uses and cultural
20 resources, and wetlands and biological resources; and

21 WHEREAS, There now is a considerable likelihood that the
22 scheduled vote on the Safe, Reliable High-Speed Passenger Train
23 Bond Act for the 21st Century will be postponed until the
24 November 4, 2008, statewide general election in recognition of a
25 logjam of other state infrastructure bond measures on the
26 November 7, 2006, ballot; and

27 WHEREAS, There is an opportunity to establish a joint
28 legislative committee to further refine and develop the
29 high-speed train project in the time leading up to the November
30 4, 2008, statewide general election, including the amount and
31 timetable for financing the engineering and construction of the
32 project and the staging of the project; now, therefore, be it

33 *Resolved by the Senate of the State of California, the Assembly*
34 *thereof concurring,* That the Joint Legislative Committee on
35 High-Speed Trains, composed of five Members of the Senate to
36 be appointed by the Senate Committee on Rules and five
37 Members of the Assembly to be appointed by the Speaker of the
38 Assembly, is hereby established; and be it further

39 *Resolved,* That the joint legislative committee shall be under
40 the direction of a Senate Chair and an Assembly Vice Chair,

1 appointed by the Senate Committee on Rules and the Speaker of
2 the Assembly, respectively; and be it further

3 *Resolved*, That the joint legislative committee shall hold public
4 hearings to receive public comment and review the work of the
5 High-Speed Rail Authority and plans for development of the
6 project, and shall coordinate activities related to the high-speed
7 train project with the Legislature; and be it further

8 *Resolved*, That the joint legislative committee shall
9 recommend necessary legislation for the effective and efficient
10 advancement of the high-speed train project to the Legislature,
11 and shall develop and recommend to the Legislature appropriate
12 levels of funding and sources of funds to be utilized for the
13 project; and be it further

14 *Resolved*, That the joint legislative committee and its members
15 shall have and exercise all of the rights, duties, and powers
16 conferred upon investigating committees and their members by
17 the Joint Rules of the Senate and Assembly, as they are adopted
18 and amended from time to time, which provisions are
19 incorporated herein and made applicable to this committee and
20 its members; and be it further

21 *Resolved*, That the Senate Committee on Rules may make
22 money available from the Senate Operating Fund, as it deems
23 necessary, to share expenses of the joint legislative committee
24 and its members. Any expenditure of money shall be made in
25 compliance with policies set forth by the Senate Committee on
26 Rules and shall be subject to the approval of the Senate
27 Committee on Rules; and be it further

28 *Resolved*, That the Assembly Committee on Rules may make
29 money available from the Assembly Operating Fund, as it deems
30 necessary, to share expenses of the joint legislative committee
31 and its members. Any expenditure of money shall be made in
32 compliance with policies set forth by the Assembly Committee
33 on Rules and shall be subject to the approval of the Assembly
34 Committee on Rules; and be it further

35 *Resolved*, That the joint legislative committee continue in
36 existence until December 31, 2008.

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|SENATE RULES COMMITTEE           |                               |SCR 123|
|Office of Senate Floor Analyses  |                               |       |
|1020 N Street, Suite 524         |                               |       |
|(916) 651-1520                   |   Fax: (916)                 |       |
|327-4478                         |                               |       |
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THIRD READING

Bill No: SCR 123
 Author: Florez (D), et al
 Amended: As introduced
 Vote: 21

SENATE RULES COMMITTEE : 4-1, 6/28/06
 AYES: Ashburn, Bowen, Cedillo, Perata
 NOES: Battin

SUBJECT : Joint Legislative Committee on High-Speed
 Trains

SOURCE : Author

DIGEST : This resolution establishes, until December 31, 2008, the Joint Legislative Committee on High-Speed Trains, which will be composed of five members of the Senate and five members of the Assembly, as specified, to hold public hearings to receive public comment and review the work of the High-Speed Rail Authority and the plans for a high-speed train system in California. The resolution authorizes the Senate Rules Committee and the Assembly Rules Committee to make money available to the Joint Legislative Committee on High-Speed Trains from the Senate and Assembly Operating Funds, as specified.

ANALYSIS : This resolution calls for the establishment of the Joint Legislative Committee on High-Speed Trains (joint legislative committee) composed of five members of the Senate, to be appointed by the Senate Rules Committee, and

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Page

five members of the Assembly, to be appointed by the Speaker of the Assembly. In addition, the resolution specifies the following:

1. That the joint legislative committee shall be under the direction of the Senate Chair and an Assembly Vice Chair, appointed by the Senate Committee on Rules and the Speaker of the Assembly, respectively.
2. That the joint legislative committee shall hold public hearings to receive public comment and review the work of the High-Speed Rail Authority and plans for development of the project, and shall coordinate activities related to the high-speed train project with the Legislature.
3. That the joint legislative committee shall recommend necessary legislation for the effective and efficient advancement of the high-speed train project to the Legislature, and shall develop and recommend to the Legislature appropriate levels of funding and sources of funds to be utilized for the project.
4. That the Committee and its members shall have and exercise all of the rights, duties, and powers conferred upon investigating committees and their members by the Joint Rules of the Senate and Assembly, as they are adopted and amended from time to time, which provisions are incorporated herein and made applicable to this Committee and its members.
5. That the Senate Rules Committee may make money available from the Senate Operating Fund, as it deems necessary, to share expenses of the joint legislative committee and its members. Any expenditure of the money shall be made in compliance with policies set forth by the Senate Rules Committee and shall be subject to the approval of the Senate Rules Committee.
6. That the Assembly Rules Committee may make money available from the Assembly Operating Fund, as it deems necessary, to share expenses of the joint legislative committee and its members. Any expenditure of money shall be made in compliance with policies set forth by the Assembly Rules Committee and shall be subject to the

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SCR 123

Page

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approval of the Assembly Rules Committee.

7. That the joint legislative committee continue in existence until December 31, 2008.
8. There is now a considerable likelihood that the scheduled vote on the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century will be postponed until the November 4, 2008, statewide general election in recognition of a logjam of other state infrastructure bond measures on the November 7, 2006, ballot.
9. There is an opportunity to establish a joint legislative committee to further refine and develop the high-speed train project in the time leading up to the November 4, 2008, statewide general election, including the amount and timetable for financing the engineering and construction of the project and the staging of the project.

This resolution also contains various findings relative to California's future transportation challenges, the High Speed Rail Commission, the High-Speed Rail Authority, and the High-Speed Rail Authority's Final Program Environmental Impact Report/Environmental Impact Statement.

FISCAL EFFECT : Fiscal Com.: No

JJA:cm 6/29/06 Senate Floor Analyses

SUPPORT/OPPOSITION: NONE RECEIVED

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SHAW/YODER, *inc.*
LEGISLATIVE ADVOCACY

June 30, 2006

To: Board Members, Solano Transportation Authority

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

RE: LEGISLATIVE UPDATE

Our last update to you focused on AB 2538 (Wolk), a bill to increase the amount of state transportation dollars Solano Transportation Authority can draw down for project planning purposes, and on the 2006-07 State Budget. Since then the bill has continued to move through the legislative process, and the Legislature and Governor have completed the Budget process. Immediately upon completing the Budget, the Legislature adjourned until August 7th for its summer recess.

AB 2538 (Wolk)

Since your last meeting, this planning, programming & monitoring (PPM) bill by Assemblymember Lois Wolk was approved on the full Assembly Floor. The final vote was 60-18, meaning we obtained a relatively bipartisan vote.

On June 28th the Senate Committee on Transportation and Housing heard the bill. We lobbied the Chair, Vice Chair, and several members and staff to ensure favorable treatment of the bill. We worked with STA staff to prepare for their testimony, and worked with several other agencies to ensure they weighed in with their support for the bill. With little debate the Committee passed the bill 9-4 (with only one of the Committee's Republicans voting "aye" and all Democrats voting for the bill).

The bill will next be heard in the Senate Committee on Appropriations, within one week of the legislature returning from its summer break.

We have been working with the California Association of Councils of Governments (CalCOG) to explore with key Assembly staff and legislative leadership their appetite for restoring the provision of the bill providing a minimum, STIP-based baseline PPM funding level (as we reported to you last time, the Assembly Committee on Appropriations stripped out the baseline funding, but did leave in the crucial provision allowing the STA to increase its percentage of PPM funds, from 1% of the county share to 5%). It is possible that we can restore the baseline funding, with the Assembly's agreement, if we also take a new amendment allowing the state to borrow from this transportation fund in dire fiscal

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Sacramento, CA 95814

emergencies. This clause would presumably be crafted like current law's treatment of Proposition 42 funds, and therefore should not be problematic to STA or other planning agencies.

2006-07 State Budget

On Friday, June 30, Governor Schwarzenegger signed the 2006-07 State Budget bill sent to him by the Legislature. This concluded a relatively short and non-rancorous process, wherein all parties to the deal came to quick agreement on the major parameters of a new Budget.

From the transportation perspective, only two items of true significance had been "in play": whether or not Proposition 42 would be fully funded, and how and to what degree previous loans from Proposition 42 funds would be repaid. The following summarizes the final action on these items.

Another question raised by the STA Board of Directors, and of concern to many agencies in the transportation world, was how the Budget would treat the bond debt service for Proposition 1B, the \$19.925 billion transportation infrastructure bond placed earlier this year by the Legislature and Governor on the November 2006 General Election Ballot. Specifically, you were concerned about discussions that surfaced in mid-May about the potential use of transportation funds to pay this debt, as opposed to the General Fund. In fact, in his May Revision to the Budget, the Governor had proposed to use about \$400 million a year in public transit funding, over the next 10 years, to pay a large portion of the projected Proposition 1B debt service. There were also some rumors about the possible use of converting Proposition 42 loan repayments into a Proposition 1B debt service stream. The Legislature ultimately rejected these schemes, and the 2006-07 State Budget contemplates using General Fund dollars to pay off the Proposition 1B debt service.

Following is a summary of the transportation funding programs signed into law by the Governor:

- **Proposition 42 for 2006-07.** Provides an estimated **\$1.4 billion** for full transfer of General Fund sales tax revenue on gasoline in accordance with Proposition 42. The transfer will provide \$678 million for the Traffic Congestion Relief Fund (TCRF), \$594 million to the State Transportation Investment Program (STIP) and \$148 million for the Public Transportation Account (PTA). (Local governments do not receive a share of the Proposition 42 transfer in 2006-07 for streets & roads funding due to local governments receiving what would have been their allocation during earlier years when the transfer was suspended. Instead, what would have been the local share is allocated to the STIP.)
- **Early Repayment of 2003-04 Proposition 42 Suspension.** Provides \$495 million to repay a portion of the 2003-04 Proposition 42 suspension. The repayment is not required under current law until 2008-09. The repayment will provide full repayment of the principal and interest to the STIP (estimated at \$198 million), local streets and roads (\$198 million), and PTA (\$99 million).

- **Early Repayment of 2004-05 Proposition 42 Suspension.** Provides \$920 million to repay a portion of the 2004-05 Proposition 42 suspension. The repayment is not required under current law until 2007-08. The repayment will provide full repayment of the STIP (estimated at \$242 million), local streets and roads (estimated at \$242 million), and the PTA (estimated at \$121 million). In addition, the TCRF will receive \$315 million.
- Based on the these two Proposition 42 repayment streams, and the full funding of Proposition 42 in the Budget year, following is a **summary of the total amount that will flow to each of the major transportation programs funded by Proposition 42:**

**Total \$2.8 Billion General Fund
Support for Proposition 42
(in millions)**

Program	2006-07 Prop 42 Transfer	Early Prop 42 Repayment	Total
TCRF	\$678 Million	\$315 M	\$993 M
STIP	\$594 M	\$440 M	\$1.034 Billion
Local Streets & Roads	--	\$440 M	\$440 M
PTA	\$148 M	\$220 M	\$368 M
Total	\$1.42 Billion	\$1.415 B	\$2.835 B

- As noted above, the first **\$1.4 billion** represents full funding for Proposition 42 for the 2006-07 fiscal year, as proposed in the Governor's January budget.
- The \$920 million early repayment of the 2004-05 Proposition 42 suspension was also proposed in the Governor's budget. As you may recall, the Budget Conference Committee only approved \$660 million (the Assembly had recommended the full \$920 while the Senate wanted \$460 million); however, legislative Republicans made it a condition of signing off on a final deal to have the original full \$920 million be the amount for the 2004-05 early repayment. This was seen as a mechanism to flow more dollars to city and county streets & roads, and to the STIP.
- In addition, legislative Republicans wanted \$495 million of unanticipated tax revenue that materialized in June to go towards early repayment of the Proposition 42 2003-04 suspension, which was not contemplated by the Conference Committee, or the Governor, since the debt was not due until the 2008-09 fiscal year.
- As a result, the Leadership of each House increased the early repayment of Proposition 42 loans by **\$755 million** over what the Budget Conference Committee had approved, for a total of **\$1.415 billion**.
- **PTA Spillover.** This public transit funding source stays the same as what the Conference Committee adopted. The spillover was estimated in the May Revise to be **\$343 million**. This is the revenue that the Governor had originally proposed to be used for Proposition 1B debt service, diverting it away from public transit for the next

10 years. The final Budget retains the funds for transit, with a total of \$33 million to be taken off the top (\$20 million for one time grants for a farm worker transportation program expansion and \$13 million for the High-Speed Rail Authority), with the remaining \$310 million to be split 80%-20% between the State Transit Assistance Program (\$248 million) and transit capital projects in the STIP (\$62 million).

- **State Transit Assistance (STA).** The STA Program will receive a total of **\$624 million** (the Governor proposed only \$271 million in his May Revision to the January Budget). The increase is due to providing an additional \$248 million from the PTA spillover and \$110 million from the early repayment of Proposition 42 loans.
- This huge allocation amount represents a **212%** increase in STA Program funding over the current year (i.e. 2005-06).
- **Tribal Gaming Bond.** Shifts anticipated receipt of tribal gaming revenues from the current year to the budget year and reduces the amount from \$1 billion to about \$850 million. The state has already received \$150 million from tribal gaming revenues, and those funds will be allocated in the current year for transportation purposes rather than securitized for the tribal gaming bond. The budget specifies that if the bond is not issued by June 15, 2007, then the first \$60 million of the annual contribution will go to the PTA in order to guarantee cash flow needs for the account.



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To: Solano Transportation Authority Board of Directors
 From: Mike Miller
 Re: Federal Update
 Date: July 5, 2006

In June, The Ferguson Group continued lobbying congressional office for support for STA's four appropriations requests. As reported to the Board of Directors during the June 14, 2006 meeting, The House of Representatives passed its version of the FY 2007 Transportation Appropriations bill on June 14 and included the following earmarks for STA projects:

- Vallejo Station - \$1.75 million; and
- Fairfield / Vacaville Station – 850,000.

The Senate is scheduled to consider its version of the FY 2007 Transportation Appropriations bill during the week of July 17. We will continue to lobby both the House and the Senate and track developments in the Senate bill.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Intermodal Station	\$4 million	House bill includes \$1.75 million for project. Senate action expected week of July 17.
Fairfield / Vacaville Intermodal Station	\$1.9 million	House bill includes \$850,000 for project. Senate action expected week of July 17.
I-80/680 Interchange	\$6 million	No funding in House bill.
Travis Access (Jepson)	\$3 million	No funding in House bill.

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DATE: June 29, 2006
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Priority Projects for Proposed State Bond Categories

Background:

Senate Bill 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 long-negotiated state infrastructure bond package. On May 16, SB 1266 was chaptered, declaring that the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) will be placed on the ballot for the November 7, 2006 general election.

Discussion:

The CTC and Caltrans held a joint Transportation Bond Workshop Tuesday, June 27, 2006. Transportation officials from throughout the state gathered to hear presentations on the development of implementation strategies and processes to ensure that the bond funds, if approved by voters in November, 2006, are put to work as quickly as possible to reduce traffic congestion and improve the transportation infrastructure statewide.

In order to position Solano County's priority transportation improvements, staff recommends that the Solano Transportation Authority develop and submit a list of local priorities to Caltrans District 4, the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC). Attachment A is a table of the various funding categories (Program Name) showing the parameters for each category and potential Solano County projects to consider.

The total statewide transportation package provides \$19.925 billion in new funds. Of the entire list of funding through the bond, Solano County has projects that may be eligible for the following:

- \$4.5 billion for the Corridor Mobility Improvement Account (i.e. highways and local access routes; the I-80 High Occupancy Vehicle (HOV) Lanes, the I-80/I-680/State Route (SR) 12 Interchange and SR 12 projects could be 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 Cordelia Truck Scales).

- \$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 Transit System Safety, Security Disaster Response Account.
- \$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).

On June 28, 2006, the STA Technical Advisory Committee recommended the STA Board approve these priority projects.

Recommendation:

Approve the list of priority projects to be funded through the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B).

Attachment:

- A. STA Priority Projects Bond Funding Summary

Table 1. Key Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Corridor Mobility Improvement Account	<ul style="list-style-type: none"> I-80/I-680/SR 12 Interchange I-80 HOV Lane Project (Carquinez Bridge to I-505) SR 12 Jameson Canyon 	<p>\$4.5 billion (\$1.8 billion for Northern California; \$2.7 billion for Southern California)</p>	<p>State highway system improvements or major access routes on the local road system on highly congested travel corridors that relieve congestion by expanding capacity, enhancing operations or otherwise improving travel times.</p> <p>Criteria for including a project:</p> <ol style="list-style-type: none"> High priority project based on fact that project (a) is nominated by Caltrans and RTPA (b) has committed matching funds to fully fund project. Can begin construction by December 31, 2012 Improves mobility by improving travel times Improves access to jobs, housing, markets and commerce <p>➤ Where projects offer the same mobility improvements, CTC shall consider the project's air quality and safety benefits.</p>	<ul style="list-style-type: none"> California Transportation Commission (CTC) subject to certain criteria, including north/south 40/60 split pursuant to Section 188 of the Streets and Highways Code. Regional transportation planning agencies and Caltrans may both nominate projects. CTC must update program of projects every two years. <p>* There has been recent mention of a requirement that completion of environmental documents must be done by 2009</p>	<p>December 1, 2006: CTC must adopt guidelines including regional programming targets.</p> <p>January 15, 2007: Deadline for Caltrans and RTPAs to submit requests to CTC</p> <p>March 1, 2007: Deadline for CTC to adopt initial program of projects; updated every 2 years</p> <p>Annual – CTC required to include a program update as part of its annual report to Legislature.</p>	<ul style="list-style-type: none"> Partnership Board – establish broad priorities and convene subcommittee of CMA Director, MTC, and Caltrans to examine corridor mobility specific project priorities. Kick-start Freeway Performance Improvement Program efforts (recently adopted as a result of the MTC Strategic Plan). Focus should be on congested corridors, and coordinated with trade corridor program. Priority list could function for both ITIP and Corridor Mobility priorities. Important for Caltrans and MTC, through work with the Partnership, to submit consistent list to CTC. Schedule: <ol style="list-style-type: none"> August – agree to broad priorities October – agree to project priorities and funding plans December – confirm submittals if bond approved.

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Trade Corridors	<ul style="list-style-type: none"> Cordelia Truck Scales Relocation 	\$2 billion	<ul style="list-style-type: none"> Infrastructure improvements along federally designated "Trade Corridors of National Significance" or along other corridors that have a high volume of freight movement, as determined by the CTC. Eligible projects include (1) Highway capacity improvements, (2) freight rail system improvements, (3) port capacity and efficiency improvements (4) truck corridor improvements, (5) border access improvements, (6) surface transportation improvements related to goods movement to and from airports. Minimum of 1:1 match required of local, private or federal funds, except for border access improvements. Higher match requirement to be determined on a case-by-case basis. CTC may give priority to projects with a higher local match. 	<ul style="list-style-type: none"> Trailer Bill <ul style="list-style-type: none"> CTC selects projects and is required to consult the Trade Infrastructure and Goods Movement Plan submitted to the CTC by the Secretary for Business, Transportation and Housing and the Secretary for Environmental Protection. CTC must also consult goods movement plans adopted by regional agencies, long-range plans and the statewide port master plan, pursuant to Section 1760 of the Harbors and Navigation Code. Allocations must: (1) address state's most urgent needs (2) balance the demands of various ports (large and small, as well as seaports, airports and land ports) (3) provide reasonable geographic balance (4) place emphasis on projects that improve mobility while reducing diesel and other pollutant emissions, among other factors. 	<p>January 1, 2007: No funds shall be allocated from this account before the Trade Infrastructure and Goods Movement Plan is submitted to CTC, provided it is submitted by this date.</p>	<ul style="list-style-type: none"> Continue to be active in statewide efforts to develop the Trade Infrastructure and Goods Movement Plan. Through Freight Stakeholder meetings, develop priorities for existing projects that have been identified for Bay Area through Good Movement Action Plan efforts. Advocate for equitable Bay Area funding within statewide program. Statutes make airport access eligible – GMAP excluded. Coordinate Corridor Mobility and Trade Corridor submittals.
Air Quality – Trade Corridors		\$1 billion	<ul style="list-style-type: none"> Air quality improvements above and beyond current law related to reducing the effects of emissions related to freight along the state's trade corridors. 	<ul style="list-style-type: none"> Trailer Bill <ul style="list-style-type: none"> Appropriated by Legislature to Air Resources Board 	N/A	<ul style="list-style-type: none"> Bay Area Air Quality Management District, initiating process with MTC and Port to identify priority projects.

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Port Security	N/A	\$100 million	Port, harbor and ferry terminal security improvements, including, but not limited to (1) video surveillance (2) explosive detection equipment (3) cargo scanners (4) radiation monitors (5) thermal protective equipment.	The State Office of Emergency Services (OES) for grants for ports, harbor, ferryboat and ferry terminal operators	The OES must report to Legislature by March 1 every year on how funds were expended that year	<ul style="list-style-type: none"> Work with Port and ferry operators in the Bay Area to ensure that they are considered for funding.
School Bus Retrofit	N/A	\$200 million	School bus retrofit and replacement to reduce air pollution and to reduce children's exposure to diesel exhaust.	Appropriated by Legislature	N/A	<ul style="list-style-type: none"> Check eligibility for transit properties that provide "school trippers."
State Transportation Improvement Program (STIP)		\$2 billion	Same as current law	Appropriated to Caltrans, distributed according to SB 45 formula.	N/A	<ul style="list-style-type: none"> Work with CTC and Caltrans to develop timeline for amending the STIP to include additional funding. Identify near-term priorities given recent reduction to STIP. Coordinate with Freeway Performance Improvement Plan efforts. Coordinate with ITIP and Corridor Mobility program.

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Public Transportation, Modernization, Improvement, and Service Enhancement Account		\$3.6 billion	Rehabilitation, safety, modernization improvements, expansions, new capital projects, bus rapid transit improvements, or rolling stock procurement, rehabilitation or replacement. Operating costs <u>not</u> eligible for bond funds.	Appropriated to Caltrans, for distribution according to the STA formula (Public Utilities Code 99313 and 99314), subject to MTC coordination efforts. Bay Area Formula Share: Revenue-Based: \$987 Million Population-Based: \$347 Million	N/A	<ul style="list-style-type: none"> Partnership Board – establish broad priorities and convene working group of General Managers (in conjunction with TransLink® Management Group meetings) to examine program priorities for STA Population-Based funds and policy framework for STA Revenue-Based funds. Schedule: <ol style="list-style-type: none"> August – agree to broad priorities October – continue development of program priorities and funding plans December – confirm policy direction and amend STA policy should bond be approved, (similar to CTC schedule for Corridor Mobility program)
Intercity Rail	<ul style="list-style-type: none"> Benicia-Martinez Rail Draw Bridge CCJPA Capital Priorities 	\$400 million	<ul style="list-style-type: none"> Intercity rail improvements \$150 million set-aside for rolling stock 	Appropriated to Caltrans	N/A	<ul style="list-style-type: none"> Develop regional priorities for Capitol Corridor improvements – some improvement could also assist in enhancements for ACE and future Dumbarton Rail. Coordinate with on-going UP negotiations for right-of-way acquisition.
State-Local Partnership Program	Local Streets and Roads Shortfall	\$1 billion	<ul style="list-style-type: none"> Project eligibility not specified 1:1 match requirement of "local funds" 	<ul style="list-style-type: none"> Trailer bill Appropriated by Legislature to CTC for grants to transportation agencies 	Five-year program	<ul style="list-style-type: none"> Work with CTC and Caltrans to develop guidelines for matching grants. For discussion – should match be prioritized for certain program areas?

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Transit System Safety, Security and Disaster Response Account	<ul style="list-style-type: none"> BayLink Ferry/Vallejo Station 	\$1 billion	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."	<ul style="list-style-type: none"> Trailer bill Appropriated by Legislature 	N/A	<ul style="list-style-type: none"> Convene working group that responded to DHS grants to develop possible distribution approach for state, and within region. Funding should complement recent work to direct FTA funds to critical transit security projects. Coordinate with WTA on evolving water-borne disaster response.
Local Bridge Seismic Retrofit Account	<ul style="list-style-type: none"> Rio Vista Bridge Local bridges 	\$125 million	<ul style="list-style-type: none"> Match for federal Highway Bridge Replacement and Repair (HBRR) funds for seismic work on local bridges, ramps and overpasses 	Appropriated by Legislature, with projects selected by Caltrans.	N/A	<ul style="list-style-type: none"> Expedite completion of local bridge needs assessment. Work with Caltrans and Partnership Streets and Roads Committee to engage jurisdictions on needs and project readiness. Evaluate Golden Gate bridge eligibility and need for funds.

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Highway-Railroad Crossing Safety Account	<ul style="list-style-type: none"> Fairfield/Vacaville Train Station Peabody Road Overcrossing (Phase 2) 	\$250 million	<ul style="list-style-type: none"> \$150 million for completion of "high priority" grade separation and railroad crossing safety improvements pursuant to Section 2450 of the Streets and Highways Code, 1:1 local match requirement. Subdivision (g) of Section 2454 of the Streets and Highways Code — which caps the total project cost for a single project at \$5 million — shall not apply. \$100 million set-aside for high priority railroad crossing improvements, to be selected in consultation with the High Speed Rail Authority, Caltrans and the Public Utilities Commission. 	Combination of Caltrans and the CTC; \$150 million - Appropriated by Legislature to Caltrans. \$100 million allocated by CTC, in consultation with Caltrans and the Public Utilities Commission. CTC must also consult and coordinate with the California High Speed Rail Authority on determining the use for this portion of funds.	N/A	<ul style="list-style-type: none"> Consider freight component and coordinate with Trade Corridor priority development. Evaluate Fremont grade separation needs, Caltrain needs, and other Resolution 3434 grade separation projects.
18 Highway Safety, Rehabilitation and Preservation Account	<ul style="list-style-type: none"> I-80 Pavement Rehabilitation SR 12 Safety SR 113 Safety 	\$750 million	<ul style="list-style-type: none"> \$500 million for the purposes of the State Highway Operation and Protection Program (SHOPP). \$250 million to fund local intelligent transportation system (ITS) improvements, including traffic light synchronization projects or other technology-based improvements to safety, operations and effective capacity of local streets and roads. 	Appropriated by Legislature to Caltrans. Caltrans responsible for developing the program to fund local ITS.	N/A	<ul style="list-style-type: none"> Caltrans District 4 to ensure that SHOPP needs are comprehensive for region. Caltrans District 4 to work with CMAs, MTC, and other partners to identify priority projects for ITS. These projects should be considered in the context of SMART corridor and Freeway Performance Improvement Initiative.

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account 189	<ul style="list-style-type: none"> Local Streets and Roads Shortfall Safe Routes to Schools Projects 	\$2 billion	Improvements to transportation facilities that will assist in reducing local traffic congestion and further deterioration, improving traffic flows, or increasing traffic safety, including 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 local match to obtain state or federal transportation funds for similar purposes.	Allocated by formula as follows: <ul style="list-style-type: none"> \$1 billion for counties, distributed 75% based on registered vehicles/25% based on county-maintained road miles \$1 billion to cities, based on population, except that no city shall receive less than \$400,000 	N/A	<ul style="list-style-type: none"> Streets and Road Committee to discuss impact on regional Streets and Roads shortfall. Discuss whether there should be any incentive rewards in this region (for STP regional dollars) if these local funds are dedicated to rehabilitation/preventive maintenance of roadways as compared to expansion.
Regional Planning, Housing & Infill Incentive Account	Solano TLC Candidate Projects such as: <ul style="list-style-type: none"> West Texas Street Urban Village Downtown Dixon Plan Rio Vista Waterfront Downtown Benicia Old Cordelia TLC Plan Vacaville Creekwalk Project 	\$850 million	<ul style="list-style-type: none"> Capital outlay related to infill housing development, including up to \$200 million for park creation, development or rehabilitation to encourage infill development Water, sewer or other public infrastructure costs associated with infill development Transportation improvements related to infill development and traffic mitigation Brownfield cleanup that promotes infill housing development and other development consistent with regional and local plans. 	<ul style="list-style-type: none"> Trailer bill Appropriated by Legislature 	N/A	<ul style="list-style-type: none"> Joint Policy Committee to be lead for policy development. MTC and ABAG to work with CALCOG on development plans.

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Transit Oriented Development (TOD) Implementation Fund	Solano TLC Candidate Projects such as: <ul style="list-style-type: none"> • Downtown Vallejo Renaissance Project • Fairfield-Vacaville Train Station Specific Area Plan • Downtown Suisun City Master Plan 	\$300 million	<ul style="list-style-type: none"> • Infrastructure necessary for the development of higher density uses within close proximity to a transit station, or to facilitate connections between that development and the station. • Loans for housing developments (including mixed-use, commercial). At least 15 percent of the housing development's units must be affordable for at least 55 years. The housing developments must also be on parcels at least a portion of which are within a quarter-mile of a transit station. 	<ul style="list-style-type: none"> • Appropriated by Legislature to the Department of Housing and Community Development to provide grants to cities, counties or transit agencies. HCD must consider, among other criteria, the extent to which a project will increase transit ridership and minimize automobile trips. • HCD must also grant "bonus points" for projects in an area designated for infill development as part of a regional plan. 	N/A	<ul style="list-style-type: none"> • Joint Policy Committee to be lead for policy development. • MTC and ABAG to work with CALCOG on development plans.



DATE: July 3, 2006
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: STA Review and Update of Project Funding Priorities Following the Failure of Measure H

Background:

On June 6, 2006 Solano County voters failed to pass Measure H, which would have generated an estimated \$1.57 billion in local funds for the transportation projects and programs identified in the "Traffic Relief and Safety Plan for Solano County" expenditure plan.

Without such local funding for transportation in the county, improvements within the county will have to rely on the limited state and federal funding to make these much needed improvements. However, because this funding is very limited, decisions will have to be made to determine which projects will be completed. Not only will the county not be able to complete the projects identified in the July 2004 I-80/I-680/I-780 Major Investment & Corridor Study and the 2001 SR 12 Major Investment Study, but the county will have to determine of the work currently underway by the STA and local agencies, which projects will take precedence for this funding.

Discussion:

At the meeting, staff will provide an overview of the current and anticipated federal, state and regional transportation funding available for Solano County over the next 5 years (2006-2010). An overview of current STA priority projects and funding status will be provided as background to the discussion by the STA Board on what projects will take priority for the limited anticipated funding over the next 5 years.

Additionally, potential additional funding sources will be explored. These potential fund sources are not secured and each will require follow work by a variety of government bodies and voters.

Recommendation:

Informational.

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DATE: July 3, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: The Future of Solano County Highway Corridors
1. Highway Corridor Operation Policy(s)
2. Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges
3. Funding and Implementation of Highway Improvements 2006-2010

Background:

The July 2004 I-80/I-680/I-780 Major Investment & Corridor Study and the 2001 SR 12 Major Investment Study identified highway and transit improvements throughout Solano County. Many of these improvements are currently under going or have plans to begin in the near future. The project sponsors for these projects vary from the Solano Transportation Authority (STA) to local cities.

Without such local funding for transportation in the county, improvements within the county will have to rely on the limited state and federal funding available to make these much needed improvements. However, because this funding is very limited, decisions will have to be made to determine which projects will be completed. Not only will the county not be able to complete many of these projects, but the county will have to determine of the work currently underway by the STA and local agencies, which projects will take precedence for this funding.

Discussion:

At the meeting, staff will provide an overview of the three areas related to the highway corridors. These are; 1.) The development of highway corridor operation policies, 2.) Development of a funding policy for reliever routes and regionally significant interchanges, and 3.) The funding and implementation of highway improvements fiscal years (FY) 2006-2010. The subsequent discussion by the STA Board on these topics will provide staff direction on how to proceed and follow-up. Specifically:

Highway Corridor Operation Policy(s)

Currently the Solano Transportation Authority (STA) does not have Highway Corridor Operation Policy(s) to that would provide guidance for capital improvement projects along the highway corridors in the County related to the areas of Intelligent Transportation Solutions (ITS), Ramp Metering, High Occupancy Vehicle (HOV) Lanes, and visual features such as landscaping, hardscaping, and sound walls aesthetics. A Highway Corridor Operational Policy(s) and Aesthetics would provide implementing agencies such as, STA, the seven cities, the County and Caltrans uniform guidelines in consideration of these features. This work would be considered Phase 2 of the corridor studies. See Attachment A for related staff report.

Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges

Solano County is currently under going or has plans to complete many highway, interchange improvement projects, and highway reliever route projects throughout the County. The project sponsors for these projects vary from the Solano Transportation Authority (STA) to local cities. Specifically these projects include the North Connector reliever route, the Jepson Parkway reliever route, North Texas Interchange, Rio Vista Bridge Study, State Route 12/Church Road Intersection and the I-80 High Occupancy Vehicle (HOV) Lanes/Turner Avenue Overcrossing in Vallejo. Currently the STA does not have a funding policy for reliever routes and/or regionally significant interchange projects in the County. Past regionally significant project funding contributions were based on individual project negotiations between the local sponsor and the STA. With the forecast for several upcoming projects, these funding negotiations would again be required. The STA staff is seeking to have a STA Board funding policy in place that will provide upfront expectations for all participants. See Attachment B for related staff report.

Funding and Implementation of Highway Improvements 2006-2010

Solano County has secured funding through the State Transportation Improvement Program (STIP) including Interregional Transportation Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP) funds, State Highway Operations & Protection Program (SHOPP), Regional Measure 2 (RM 2), Traffic Congestion Relief Program (TCRP) and Federal Earmarks. However, each fund source is limited by legislative requirements specific to each funding category, therefore these funds are limited and require STA Board direction on how to best focus these limited funds on priority projects. For the funding definitions and amounts secured for Solano County, see Attachment C.

Recommendation:

Informational.

Attachments:

- A. Development of Highway Corridor Operational Policy(s) and Aesthetics
- B. Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges
- C. Funding and Implementation of Highway Improvements 2006-2010



DATE: July 3, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Development of Highway Corridor Operational Policy(s) and Aesthetics

Background:

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

Discussion:

The July 2004 I-80/I-680/I-780 Major Investment & Corridor Study and the 2001 State Route (SR) 12 Major Investment Study identified specific highway projects along the corridors of Solano County. These were Phase 1 corridor studies. Many of these improvements are in different stages of being completed. The improvements are being undertaken by not the STA, but also by local agencies as well as Caltrans. As Solano County continuously improves the highway corridors, these improvements are being completed independently without respect to long range ITS vision, ramp metering, HOV Lanes and a linking visual look relating the improvements throughout the County.

STA, in conjunction with the Technical Advisory Committee (TAC) and Caltrans need to develop policies that will provide this vision for future improvements. This work would be considered Phase 2 of the corridor studies. STA recommends developing a Memorandum of Understanding (MOU) with the stakeholders that will agree on roles and responsibilities of each agencies. STA would continue to seek funding from MTC to hire a consultant to develop in conjunction with the STA, local agencies, and Caltrans the Policy(s). In addition, the consultant will participate in the facilitating the agencies in adopting the Highway Corridor Policy(s).

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

The Scope of the Policy would be limited to features that are included in highway projects and constructed within Caltrans Right-of-Way.

Fiscal Impact:

The estimated cost for the consultant contract is \$250,000 to \$500,000 which STA will seek funding from MTC.

Recommendation:

Informational.



DATE: July 3, 2006
 TO: STA Board
 FROM: Janet Adams, Director of Projects
 RE: Solano Transportation Authority (STA) Funding Policy for Reliever Routes and Regionally Significant Interchanges

Background:

Solano County is currently under going or has plans to complete many highway, interchange improvement projects, and highway reliever route projects throughout the County. The project sponsors for these projects vary from the Solano Transportation Authority (STA) to local cities. Specifically these projects include the North Connector reliever route, the Jepson Parkway reliever route, North Texas Interchange, Rio Vista Bridge Study, State Route 12/Church Road Intersection and the I-80 High Occupancy Vehicle (HOV) Lanes/Turner Avenue Overcrossing in Vallejo. Currently the STA does not have a funding policy for reliever routes and/or regionally significant interchange projects in the County. Past regionally significant project funding contributions were based on individual project negotiations between the local sponsor and the STA. With the forecast for several upcoming projects, these funding negotiations would again be required. The STA staff is seeking to have a STA Board funding policy in place that will provide upfront expectations for all participants.

A funding policy would identify a definition for regionally significant reliever routes and list regionally significance local interchanges that would be eligible for Solano County regionally generated funds. Additionally, the policy would outline the requirements for local contributions to these projects. The intent is to provide implementing agencies such as, STA, the seven cities, and the County a uniform policy for funding projects with regionally generated funds.

Regionally generated funds include; Regional Measure 2 (RM 2), State Transportation Improvement Program (STIP), including Interregional Transportation Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP) funds, Traffic Congestion Relief Program (TCRP), a future Solano County Transportation Sales Tax (funds other than local return-to-source), a future state bond(s) for infrastructure investment, and federal funds other than earmarks obtained by the local jurisdiction.

Discussion:

Solano County is continuously improving the highway corridors, interchanges and providing for reliever routes. Funding investment in these improvements would vary based on the purpose of the project and the community served by the improvement. In some cases the

improvements serve both the local community and the region. These projects should be considered to receive a portion of the regional funds.

This draft policy has three segments; 1.) The identification of eligible projects or the definition of eligible projects, 2.) The project must be on the STA priority work plan adopted by the STA Board, and 3.) The funding policy for regional funds and matching local contributions.

The schedule for the STA Board to adopt this funding policy would follow adoption of the policy by the Technical Advisory Committee (TAC) in June, discussions at the STA Board workshop in July and STA Board adoption in fall 2006. On June 28, 2006, the TAC by a 6 to 2 vote (Solano County and Suisun City voting no) recommending the STA Board support this policy.

Eligible Project Definitions

Eligible Interchange Project Definition: The July 2004 I-80/I-680/I-780 Major Investment & Corridor Study and the 2001 State Route (SR) 12 Major Investment Study identified specific highway projects along the corridors as well as interchange improvements. Generally interchange improvements identified in these Studies are considered regionally significant. The 2004 I-80/I-680/I-780 Major Investment & Corridor Study also generated a list of interchanges under the title “Recommended Local Interchange Improvements Prioritized by Local Jurisdiction”, (Attachment A) which will be the basis for interchange improvements not funded with regional funds. In addition, providing improved access to the county’s intermodal facilities and High Occupancy Vehicle (HOV) lanes would also be included in the interchanges eligible for funding with regional funds. These intermodal facilities include: Vacaville Intermodal Transportation Center, Fairfield Transportation Center, Curtola Park-and-Ride in Vallejo, and the Benicia Transportation Center. Based on this criterion, the local interchanges considered regionally significant could include:

- I-80/State Route 113 Interchange
- I-80/W. Texas Interchange (Fairfield Transportation Center)
- State Route 12/Pennsylvania Interchange
- I-80/State Route 37/Columbus Pkwy Interchange
- I-80/I-780/Cortola Interchange
- I-680/Lake Herman Road Interchange (Benicia Transportation Center)

Highway Reliever Route Definition: The intent of reliever routes is to provide a local alternative to the state highway for travel between the cities in Solano County. The reliever routes provide regional benefit in that they alleviate congestion on the state highway system and local benefit as they provide traffic alternatives for local residents. Currently the two STA identified reliever route projects are the North Connector and the Jepson Parkway. Both projects are on the adopted STA priority work plan. In the future, currently unidentified reliever routes would be required to provide similar regional traffic benefits as these two projects and to be in the adopted STA Overall Work Plan (OWP).

STA Overall Work Plan (OWP): Annually the STA Board adopts a two-year work plan that identifies priority projects that are considered for regional funding. This is known as the STA Overall Work Plan. Any project to be considered for regional transportation funds must

be on this priority work plan adopted by the STA Board. Once the STA Board adopts the priority projects, each project is subject to programming priorities by the Board. With the limitations in transportation funding, not all projects adopted by the STA Board can be constructed in parallel, but rather in consecutive order.

Funding Policy Proposal: Based on the past funding policy from the I-80/Leisure Town Interchange and the Walters Road improvements in Suisun City as part of the Jepson Parkway Project, the local contribution was approximately 50% with 50% from regional fund sources. This funding split aligned with the local benefit versus the regional benefit. The proposed funding policy is to have this local contribution at 50% for projects that also meet a regional significance. The regional funds for projects would be programmed by the STA based on approval by the STA Board. The local funding contribution could be obtained by multi-city/county pooling of funds to reach the level of 50% local funds.

Fiscal Impact:

There is no direct fiscal impact, other than the projects would be required to be on the STA adopted OWP to insure adequate resources have been set aside for the projects.

Recommendation:

Adopt a funding policy for Reliever Routes and Regionally Significant Local Interchanges.

Attachments:

- A. I-80/I-680/I-780 Major Investment & Corridor Study - Recommended Local Interchange Improvements Prioritized by Local Jurisdiction
- B. SR 12 Major Investment Study Long-Term Improvements (i.e. Grade Separation – Pennsylvania Avenue)

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Table 0-5 Recommended Local Interchange Improvements Prioritized by Local Jurisdiction

Jurisdiction		Description of Interchanges	Segment	Cost in Million \$ (2003)	Note
Benicia	1	I-780/Rose Dr/Columbus Pkwy	3	\$4.3	
	2	I-780/E 2nd St/E 5th St	3	\$3.0	
	3	I-780/Southampton Rd/E 7th St	3	\$3.2	
	4	I-680/Industrial Way/Bayshore Rd	4	\$6.9	
	5	I-680/Lake Herman Rd	4	\$14.8	
	6	I-780/Military West	3	\$1.5	
Dixon	1	I-80/Pedrick Rd	7	\$18.8	
	2	I-80/West A St/Dixon Ave	7	\$22.8	
	3	I-80/Pitt School Rd	7	\$13.2	
Fairfield	1	I-80/Green Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	2	I-80/N Texas St/Lyon Rd	6	\$25.3	
	3	I-80/Abernathy Rd	1	--	Included as part of Mid Term Project 5
	4	I-80/Magellan Rd/Auto Mall Pkwy	6	\$7.8	
	5	I-80/Suisun Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	6	I-80/W Texas St/Beck Ave/Oliver Rd	6	\$34.3	
	7	I-80/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	8	I-680/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	9	I-80/Central Way	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	10	I-80/Travis Blvd	6	--	No Proposed Improvement
	11	I-80/Airbase Pkwy/Waterman Blvd	6	--	No Proposed Improvement
	12	I-80/Gold Hill Rd	1	--	No Proposed Improvement

Jurisdiction		Description of Interchanges	Segment	Cost in Million \$ (2003)	Note
Solano County	1	I-680/Marshview Rd	4	\$7.8	
	2	I-680/Parish Rd	4	\$5.8	
	3	I-80/Kidwell Rd	7	-	No Proposed Improvement
	4	I-80/SR-113 (North)	7	-	No Proposed Improvement
Vacaville	1	I-80/Alamo Dr/Merchant St	6	\$10.5	
	2	I-80/California Dr Over-crossing and Cherry Glen Rd off-ramp	6	\$20.2	
	3	I-80/Lagoon Valley Rd/Cherry Glen Rd	6	\$14.4	
	4	I-80/Pena Adobe Road/Cherry Glen Rd	6	\$30.6	
	5	I-80/Davis St	6	-	Included as Long Term Project 41
	6	I-80/Midway Rd	7	\$24.0	
	7	I-80/Weber Rd/Meridian Rd	7	\$24.5	
	8	I-80/Peabody Rd/Mason St/Elmira Rd	6	-	No Proposed Improvement
Vallejo	1	I-80/Tennessee St	2	\$66.4	
	2	I-80/Redwood St	2	Alt 1: \$12.8 Alt 2: \$52.1	
	3	I-80/Georgia St	2	\$1.5	
	4	I-80/Springs Rd/Solano Ave/Magazine St/Sequoia Ave/Maritime Academy Dr	2	-	Included as part of Long Term Project 45
	5	American Canyon Rd	2	Alt 1: \$2.2 Alt 2: \$8.4	
	6	I-780/Glen Cove Pkwy	3	\$1.3	
	7	I-780/Cedar St	3	-	Included as part of Long Term Project 28

COST ELEMENT

Planning level cost estimates have been prepared for each element of the six Alternative Packages. Table 8 presents a summary of the capital costs and operating costs of these elements. Operating costs have been calculated and reported for the transit improvements. These estimates include costs associated with fueling, maintaining and manning buses. Costs associated with operating and maintaining geometric roadway improvements have not been calculated or reported. These costs, such as providing electricity for traffic signals, have not been assessed.

Table 8: Planning Level Cost Estimates

Alternative/Improvement Measure	Capital Cost Estimate	Annual Operating Cost Estimate
NEAR TERM IMPROVEMENTS		
ALTERNATIVE PACKAGE 1 – NO BUILD		
TOTAL ALTERNATIVE 1	\$0	
ALTERNATIVE PACKAGE 2 – TRANSPORTATION DEMAND MANAGEMENT		
2a. Carpooling/Park and Ride Lot (2)	\$820,000	
2b. Local Shuttle Program	\$325,000	\$170,000
2c. Transit Service	\$620,000	\$640,000
TOTAL ALTERNATIVE 2	\$1,765,000	\$810,000
ALTERNATIVE PACKAGE 3 – SAFETY IMPROVEMENTS		
3a. Warning Devices – Beck/Pennsylvania	\$300,000	
3b. Accel/Decel/Left Turns/Realign – Shiloh/Lambie	\$1,700,000	
3c. Traffic Signal – SR 113/SR 12	\$450,000	
3d. Accel/Decel/Left Turns/Realign – Church Rd	\$1,450,000	
3e. Warning Beacons – Somerset Road	\$150,000	
3f. Accel/Decel Lanes at Railroad Museum	\$600,000	
3g. Accel/Decel Lanes – Beck Avenue	\$500,000	
TOTAL ALTERNATIVE 3	\$5,150,000	
ALTERNATIVE PACKAGE 4 – NEAR-TERM TRAFFIC IMPROVEMENTS		
4a. Lane Additions – Pennsylvania	\$450,000	
4d. Right Turn Lane/Traffic Signal – Shiloh/Lambie	\$650,000	
4e. Traffic Signal – SR 113	\$450,000	
TOTAL ALTERNATIVE 4	\$1,550,000	
ALTERNATIVE PACKAGE 5 – PASSING LANE INSTALLATION		
5a. Passing Lanes – Postmiles 11.0 to 12.0	\$8,000,000	
5b. Passing Lanes – Postmiles 20.8 to 21.8	\$8,000,000	
TOTAL ALTERNATIVE 5	\$16,000,000	
LONG-TERM IMPROVEMENTS		
ALTERNATIVE PACKAGE 6 – LONG TERM TRAFFIC IMPROVEMENTS		
6a. Widening – Rio Vista City Limit to River Road	\$29,100,000	
6b. Widening – I-80 to Webster/Jackson	\$26,000,000	
6c. Barrier & Shoulders – Walters to Rio Vista	\$66,100,000	
6d. Grade Separation – Pennsylvania Avenue	\$9,000,000	
6e. Left Turn Lanes – Lambie/Shiloh Road	\$500,000	
6f. Traffic Signal Installation – Church Road	\$300,000	
TOTAL ALTERNATIVE 6	\$131,000,000	

The assumptions used in the cost analysis are described for each Alternative Package below. Note that all of the planning level cost estimates include construction costs and contingencies as well as an allowance for design. Right of way acquisition costs are not included in the estimates. Detailed cost breakdowns for each improvement are included in Appendix E.

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Funding Definitions And Amounts Secured For Solano County



State Transportation Improvement Program (STIP):

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP).

As the Regional Transportation Planning Agency (RTPA) for the Bay Area, MTC is responsible for developing regional project priorities for the RTIP for the nine counties of the Bay Area. The biennial RTIP is then submitted to the California Transportation Commission (CTC) for inclusion in the STIP. The California Department of Transportation (Caltrans) is responsible for developing the ITIP.

Solano County 2006 STIP Funded Projects:

Regional TIP (recommended by MTC, 75%):

- Jepson Parkway, \$28,415,000
- Vallejo Ferry Terminal, \$11,528,000
- North Connector, \$11,412,000
- Dixon Rail Station Improvements, \$543,000

Interregional TIP (recommended by Caltrans, 25%):

- Planting around Route 37/29 interchange, \$3,046,000
- I-80/I-680 New Highway Planting, \$1,347,000
- I-680 Landscaping for mitigation, \$448,000

State Highway Operational Protection Program (SHOPP):

The State Highway Operation and Protection Program (SHOPP) is a four-year program of projects designed to preserve bridges and roadways, improve mobility, and enhance safety. The SHOPP is prepared by the California Department of Transportation (Caltrans) every two years and approved by the California Transportation Commission (CTC) every even year in accordance with applicable California law.

Solano County 2006 SHOPP funds by Route:

- I-80: \$146,446,000
(Mostly Roadway Rehabilitation and some Traffic Management System projects)
- SR 12: \$59,672,000
(Mostly Roadway Rehabilitation between Suisun City and Rio Vista)
- I-505: \$19,346,000
(Rehabilitate Roadway from I-80 to Yolo County line)
- I-780: \$4,270,000
(Highway planting restoration on Hospital Road)
- SR 84: \$2,921,000
(Replace Cache Slough Ferry Bridge)
- I-680: \$1,247,000
(Rehabilitate Benicia Arsenal Viaduct to I-680)

Regional Measure 2 (RM2):

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and **identifies specific transit operating assistance and capital projects and programs eligible to receive RM2 funding.**

Solano County RM2 funded projects:

- I-80/I-680 Interchange Complex, \$100,000,000
 - HOV Lanes from SR12 WB to Air Base Parkway
 - North Connector Project
- Vallejo Ferry Intermodal Station, \$28,000,000
- Fairfield/Vacaville Rail Station, \$25,000,000
- Solano County Express Bus Intermodal Facilities, \$20,000,000
 - Vallejo Curtola Transit Center
 - Benicia Intermodal Facility
 - Fairfield Transportation Center
 - Vacaville Intermodal Station

Traffic Congestion Relief Program (TCRP):

The Traffic Congestion Relief (TCR) Act of 2000 created the Traffic Congestion Relief Program, to fund listed projects under SB 1662, Burton. Derived from Proposition 42, TCRP funding was partially suspended in FY 2003-04 and fully suspended in FY 2004-05 in response to the fiscal crisis experienced by the State at that time. **No new projects have been listed for the TCRP.**

Solano County TCRP listed projects with remaining funds:

- I-80/I-680/Rte 12 IC in Fairfield; 12 interchange complex in 7 stages (Stage 1).
 - North Connector, Allocated \$3,000,000. Unspent, \$184,000.
- I-80/I-680/Rte 12 IC in Fairfield; 12 interchange complex in 7 stages (Stage 1)
 - I-80/I-680 Interchange, Allocated \$9,000,000. Unspent, \$5,142,000.

Federal Earmarks:

Federal appropriations are obtained through Federal Fiscal Year Transportation Appropriation Bills or through the Reauthorization of larger federal bills (eg., ISTEA, TEA-21, SAFETEA-LU).

Federal Fiscal Year 2007 Transportation Appropriations Bill (HR 5576) Pending:

- Vallejo Baylink Ferry Intermodal Facility, \$1,750,000
- Fairfield Vacaville Intermodal Station, \$850,000
- SR 12 Safety at Rio Vista, \$250,000
- SR 37 Ramps at Vallejo, \$200,000

SAFETEA-LU

- I-80/I-680/SR12 Interchange, \$17,400,000
- Jepson Parkway/Travis AFB Improvements, \$3,200,000
- (Napa County) Jameson Canyon, \$6,400,000
- (Rio Vista) Rio Vista Bridge Study, \$560,000
- (Solano County) I-80 HOV/Turner Pkwy, \$2,800,000
- (Solano County) Cordelia Hills/Sky Valley/McGary Road, \$2,000,000

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