



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
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Members:

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

MEETING NOTICE

May 10, 2006

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

**5:30 P.M. Closed Session
6:00 P.M. Regular Meeting**

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

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

ITEM

BOARD/STAFF PERSON

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

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

2006 STA BOARD MEMBERS

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

Steve Wilkins	Gary Cloutier	Alan Schwartzman	Gil Vega	Jack Batson	Mike Segala	Ron Jones	John Vasquez
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- VI. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls
(6:10 - 6:15 p.m.) – Pg 1
- VII. **COMMENTS FROM STAFF, CALTRANS AND MTC**
(6:15 – 6:25 p.m.)
- A. **Caltrans Report** Doanh Nguyen,
1. **Update on I-80 and Highway 12 SHOPP Projects** Caltrans
and Benicia Bridge Retrofit Project
- B. **MTC Report**
- C. **STA Report**
1. **Bike to Work Week – May 15-19, 2006** Anna McLaughlin
- VIII. **CONSENT CALENDAR**
- Recommendation:*
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:25 – 6:30 p.m.)
- A. **STA Board Minutes of April 12, 2006** Johanna Masiclat
Recommendation:
Approve minutes of April 12, 2006.
Pg. 7
- B. **Review Draft TAC Minutes of April 26, 2006** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 13
- C. **Updated STA Board Meeting Schedule for Calendar Year 2006** Johanna Masiclat
Recommendation:
Informational.
Pg. 21
- D. **FY 2005-06 3rd Quarter Budget Report** Susan Furtado
Recommendation:
Review and file.
Pg. 25
- E. **Local Transportation Development Act (TDA) and Gas Tax Contributions for FY 2006-07** Susan Furtado
Recommendation:
Informational.
Pg. 29

- F** **FY 2006-07 STA/YSAQMD Clean Air Fund Applications** Robert Guerrero
Recommendation:
Support STA/YSAQMD Clean Air Application Review Committee's funding recommendations for FY 2006-07.
Pg. 37
- G.** **FY 2006-07 BAAQMD Transportation Fund for Clean Air (TFCA) Program Manager Funds** Robert Guerrero
Recommendation:
Approve a resolution for FY 2006-07 BAAQMD TFCA Program Manager funding in the following amounts for each project:
1. \$17,000 for Allied Waste Service's (franchised hauler for City of Benicia) vehicle retrofit;
 2. \$25,000 for Benicia's Shuttle Bus Service: Vallejo Ferry to Benicia's Industrial Park;
 3. \$78,000 for Fairfield's Solano Bikeway Extension-McGary Road project; and
 4. \$195,000 for Solano Napa Commuter Information Program's Rideshare Activities.
- Pg. 39**
- H.** **Funding Agreement Between the Solano Transportation Authority City of Rio Vista for the State Route 12 Re-Alignment/Rio Vista Bridge Study** Janet Adams
Recommendation:
Authorize the Executive Director to execute a funding agreement between Solano Transportation Authority and the City of Rio Vista for a \$362,000 to fund the State Route 12 Re-Alignment/Rio Vista Bridge Study.
Pg. 47
- I.** **Adjustments to the 2006 State Transportation Improvement Program (STIP)** Janet Adams
Recommendation:
Approve the programming of \$4.000M in 2006 STIP PTA funds to the Vallejo Ferry Terminal, Parking and \$2.000M in 2006 STIP PTA funds to the Capital Corridor Rail Station, Fairfield/Vacaville as part of a revised 2006 STIP for Solano County and to replace the \$6 million in STIP funds projected to be removed by the CTC.
Pg. 55

IX. ACTION ITEMS – FINANCIAL

- A. State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2006-07** Elizabeth Richards
Recommendation:
Approve the FY 2006-07 STAF project list and preliminary FY 2007-08 project list.
(6:30 – 6:40 p.m.) – **Pg. 95**

X. ACTION ITEMS – NON-FINANCIAL

- A. STA Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08** Janet Adams
Recommendation:
Adopt STA's Overall Work Plan for FY 2006-07 and FY 2007-08.
(6:40 – 6:50 p.m.) – **Pg. 99**
- B. State Transit Assistance Funding (STAF) and Proposition 42 Transit Funding Policy Impact** Elizabeth Richards
Recommendation:
Authorize the STA Chair to send a letter to MTC supporting the recommendations outlined on Attachment B concerning future population-based STAF funds distribution and the STAF Prop. 42 increment.
(6:50 – 6:55 p.m.) – **Pg. 121**
- C. Legislative Update – May 2006** Jayne Bauer
Recommendation:
Adopt a support position on SB 1812 (Runner) pertaining to Caltran's participation in a federal surface transportation project delivery pilot program.
(6:55 – 7:00 p.m.) – **Pg. 141**

XI. INFORMATION ITEMS

(No Discussion Necessary)

- A. Bike to Work Week – May 15-19, 2006** Anna McLaughlin
Informational
Pg. 155
- B. Solano Napa Travel Demand Model (Phase 2 Transit)** Dan Christians
Informational
Pg. 157

- C. **Status of Congestion Management Program (CMP)
Consistency Review of Recently Submitted Development**
Informational
Pg. 161 Dan Christians
- D. **I-80/Capitol Corridor Smarter Growth Study and
Association of Bay Area Government (ABAG)'s Focusing
Our Vision**
Informational
Pg. 165 Dan Christians
- E. **Update on Implementation of Disadvantaged Business
Enterprise (DBE) Program**
Informational
Pg. 179 Janet Adams
- F. **Funding Opportunities Summary**
Informational
Pg. 189 Sam Shelton

XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for
Wednesday, June 14, 2006, 6:00 p.m., Suisun City Hall Council Chambers.

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M E M O R A N D U M

DATE: May 3, 2006
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – May 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.

Safe Routes to Schools Presentations Kick Off in Benicia and At Solano College

On May 2nd, the STA presented its initial public presentation of the Safe Routes to Schools Program at the Benicia City Council. The following evening, the STA presented the program to the Solano Community College Board of Trustees. Over the course of the next two months, the STA is scheduled to provide a total of 18 informational presentations to each of the school districts, city councils, and Board of Supervisors. As part of this initial outreach process, both a Steering Committee and Technical Advisory Committee are being formed to develop the goals, objectives and criteria for the Safe Routes to Schools Program.

STA Overall Work Program Features 42 Projects, Plans and Programs *

At the Board meeting, staff will present the STA's Overall Work Program for FY 2006/07 and 2007/08 for adoption by the STA Board. Once adopted, this will guide the STA's staff and Board endeavors and the pursuit and allocation of resources. Staff is in the process of identifying the necessary resources to successfully implement the 42 projects, plans and programs identified in this Overall Work Plan for the STA.

STA Reprograms 2006 STIP to Protect Solano County's Funding

Recently, the California Transportation Commission (CTC) revised the 2006 State Transportation Improvement Program (STIP) and deprogrammed or cut funding for numerous highway programs throughout California and the Bay Area, including two projects in Solano County totaling \$6 million, due to a lack of State Highway Account funds. In an effort to protect Solano County's share of programming of STIP, staff is recommending the STA Board approve reprogramming these funds to two other priority projects, the Vallejo Station and Fairfield/Vacaville Rail Station which are eligible to receive STIP PTA funds which are available for programming. This action will serve to protect Solano County's programming in the 2006 STIP.

STA to Recommend Funding Allocations for Two Sources of TFCA Funds *

Staff has included with this Board agenda the list of projects recommended to receive Transportation for Clean Air Funds for both the Bay Area and Yolo Solano Air Districts.

STA and Transit Operators Identify Priorities for STAF funds *

The STA has been working diligently with Solano County's transit operators to refine and improve intercity and countywide paratransit services and to identify the tasks and priorities to implement these priorities. Due to some carryover funds, Solano County has received a higher amount of the funding for FY 2006/07 and staff and the Transit Consortium are recommending some strategic investments in Solano County Intercity Transit Service that will help better streamline the service to make it more efficient and cost-effective and to transition several routes between operators. A series of recommendations pertaining to a new Intercity Funding agreement are scheduled to be presented to the Board in June.

PPM Legislation (AB 2538) Clears Initial Legislative Hurdle

In April, the Assembly Transportation Committee approved AB 2538 (Wolk) on an 11 to 2 vote. The STA is continuing to co-sponsor this critical project development legislation in partnership with the Contra Costa Transportation Authority (CCTA) and the Orange County Transportation Authority (OCTA). The next step for the bill is Assembly Appropriations on May 17, 2006.

City of Dixon, CCJPB and STA Celebrate Opening of Dixon Intermodal Station

On Saturday, May 6, members of the STA Board and staff are scheduled to join the City of Dixon and Capitol Corridors Joint Powers Board (CCJPB) to celebrate the opening of the new Dixon Intermodal Station.

STA Budget Stays on Track *

Susan Furtado has prepared the STA's 3rd Quarter Budget Update for FY 2005/06 which shows the STA expenditures staying within the parameters of the adopted FY 2005/06 budget and revenues continuing to keep pace with budgeted expenditures.

STA Hosts Open House

I want to thank the nine STA Board members and alternates and the public for taking the time to attend the STA's open house on May 3rd. All of the STA staff worked hard to clean up our offices and to prepare informational displays on the STA's various projects, plans and programs.

Attachment:

- A. STA Acronyms List



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

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

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DATE: May 1, 2006
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Consent Calendar Summary
(Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board approve the following attached consent items:

- A. STA Board Minutes of April 12, 2006
- B. Review Draft TAC Minutes of April 26, 2006
- C. STA Board Meeting Schedule for Calendar Year 2006
- D. FY 2005-06 3rd Quarter Budget Report
- E. Contract Amendment No. 7 for Transit and Funding Consultant - Nancy Whelan Consulting
- F. Transportation Development Act (TDA) and Gas Tax Contributions FY 2006-07
- G. FY 2006-07 STA/YSAQMD Clean Air Fund Applications
- H. FY 2006-07 BAAQMD Transportation Fund for Clean Air (TFCA) Program Manager Funds
- I. Funding Agreement Between the Solano Transportation Authority City of Rio Vista for the State Route 12 Re-Alignment/Rio Vista Bridge Study
- J. Adjustments to the 2006 State Transportation Improvement Program (STIP)

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SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
April 12, 2006

I. CALL TO ORDER

Chair Augustine called the regular meeting to order at 6:05 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
	Jim Spering	City of Suisun City
	John Silva	County of Solano

MEMBERS

ABSENT: None.

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	Planning Assistant

ALSO

PRESENT:	Vice Mayor Alan Schwartzman	Benicia City Council
	Mike Duncan	City of Fairfield
	Al De Silva	City of Suisun City
	John Duane	City of Suisun City
	Gian Aggarwal	City of Vacaville
	Gary Leach	City of Vallejo
	Nicolas Endrawos	Caltrans District 4
	Barry Eberling	The Daily Republic
	Jason Massad	The Vacaville Reporter

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA Board Visits Washington D.C.
- Safe Routes to Schools (SR2S) Presentations to Begin in April/May 2006
- Highway Corridor Operational Policy
- Adoption of Updated Accounting Policies and Procedures Manual
- STA Staff Updates

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report:

Nicolas Endrawos, Caltrans District 4 Project Manager, provided a status report on the I-80 Repaving and the Red Top Slide projects.

B. MTC Report:

None reported.

C. STA Report:

1. Chair Augustine provided a summary of the STA's Federal Legislative Trip to Washington, D.C. on April 3-6, 2006.
2. Janet Adams provided a status report of the 2006 SHOPP.

VII. CONSENT CALENDAR

On a motion by Member Spring, and a second by Member Silva, the staff recommendations for consent calendar items A through G were unanimously approved as amended.

- A. **Amended - STA Board Minutes of March 8, 2006**
Recommendation:
Approve STA Board minutes of March 8, 2006.
- B. **Review Draft TAC Minutes of March 29, 2006**
Recommendation:
Receive and file.
- C. **STA Board Meeting Schedule for Calendar Year 2006**
Recommendation:
Informational.
- D. **STA Accounting Policy and Procedures Manual Update**
Recommendation:
Approve and adopt STA Accounting Policies and Procedures Manual Update as presented in Attachment A.
- E. **STA Co-Sponsorship of Countywide Planning Commissioner Training Seminar**
Recommendation:
Authorize the Executive Director to provide up to a maximum of \$2,700 of T-PLUS funds to co-sponsor the "Role of the Planning Commissioner," seminar to be held on Saturday, April 29, 2006.
- F. **Appointments to STA/YSAQMD Clean Air Fund Application Review Committee**
Recommendation:
Appoint Len Augustine and Mary Ann Courville (or the suggested STA Board Alternates if either of the recommended STA Board Members are not able to service on the committee) as the STA Board members from the YSAQMD area to participate in the STA/YSAQMD Clean Air Application Review Committee.
- G. **Contract Amendment #5 – The Ferguson Group for Federal Legislative Advocacy**
Recommendation:
Approve the following:
 - 1. Authorize the Executive Director to approve Contract Amendment #5 with the Ferguson Group, LLC, for federal legislative advocacy services through March 31, 2007 at a cost not to exceed \$86,000.

2. Authorize the Executive Director to forward letters to the Cities of Fairfield, Vacaville and Vallejo requesting their continued participation, not to exceed \$21,500 each, in the partnership to provide federal advocacy services in pursuit of federal funding for the STA's four priority projects.
3. The expenditure of an amount not to exceed \$21,500 to cover the STA's contribution for this contract.

VIII. ACTION ITEMS: NON FINANCIAL

A. Development of Highway Corridor Operation Policies

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

Board Comments:

The STA Board members stated their support for proactive corridor planning and support for the proposed recommendation.

Recommendation:

Authorize the Executive Director to:

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

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

IX. INFORMATION ITEMS

A. Safe Routes to School (SR2S) Study Public Input Process and Steering Committee Appointments

Janet Adams highlighted and outlined the extensive SR2S public input process split into three major phases: 1) City Council & School District Board presentations; 2) Community Task Force meetings; and 3) City Council, School District Board, and STA Board adoption of the SR2S Study. She added that a SR2S Steering Committee, comprised of eight (8) members along with STA staff and consultant will help create these goals, objectives, and criteria which will be recommended to the STA TAC in May or June 2006 and they will recommend the goals, objectives, and criteria to the STA Board in June or July 2006.

Board Comments:

Members Courville, Price, and Woodruff provided input and expressed their full support of the study.

B. Legislative Update – April 2006

Jayne Bauer highlighted the specific benefits of AB 2538 and announced its first hearing in Sacramento is scheduled at 1:00 p.m. on April 24, 2006. She also thanked and commended the STA Board for their hard work and support throughout their visit in Washington, D.C.

Board Comments:

Members of the Board addressed their gratitude to the STA staff for putting together a very successful trip to Washington, D.C.

(No Discussion)

C. Lifeline Transportation Funding Program

D. Final Business Plan for the Capitol Corridor

E. Regional Measure 2 (RM 2) Update

F. Contracts Status Report:

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

G. Local Projects Delivery Update

H. MTC Routine Accommodation of Bicyclists and Pedestrians in the Bay Area

I. California Strategic Highway Safety Plan (SHSP)

J. Funding Opportunities Summary

XI. BOARD MEMBER COMMENTS:

Chair Augustine announced STA's Open House to be held on Wednesday, May 3, 2006.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:05 p.m. The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, May 10, 2006 at the Suisun City Hall Council Chambers.**



TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting
April 26, 2006

I. CALL TO ORDER

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

Present:

TAC Members Present:	Michel Throne	City of Benicia
	Royce Cunningham	City of Dixon
	Charlie Beck	City of Fairfield
	Brent Salmi	City of Rio Vista
	Nick Lozano	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Mike Duncan	City of Fairfield
Gene Cortright	City of Fairfield
Gian Aggarwal	City of Vacaville
Dan Christians	City of Vacaville
Daryl Halls	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Anna McLaughlin	STA/SNCI
Jayne Bauer	STA
Sam Shelton	STA
Johanna Masiclat	STA

II. APPROVAL OF AGENDA

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Janet Adams announced STA's Open House scheduled at 12 noon on Wednesday, May 3, 2006.

Daryl Halls acknowledged Paul Wiese for the article he wrote to the Vacaville Reporter regarding Measure H.

Other: Michael Duncan, City of Fairfield, announced the next MTC Local Streets and Roads Committee meeting to be held on May 18, 2006.

V. CONSENT CALENDAR

On a motion by Michael Throne, and a second by Gary Leach, the STA TAC unanimously approved Consent Calendar Items A through K with the exception to table Item G., Unmet Transit Needs Comments and Responses for FY 2006-07, until the next meeting in May.

Recommendations:

A. Minutes of the TAC Meeting of March 29, 2006

Recommendation:

Approve minutes of March 29, 2006.

B. STA Board Meeting Highlights of April 12, 2006

Informational

C. STIA Board Meeting Highlights of April 12, 2006

Informational

D. STA 2006 Board Meeting Calendar Update

Informational

E. Funding Opportunities Summary

Informational

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

Recommendation:

Forward a recommendation to the STA Board to adopt STA's Overall Work Plan for FY 2006-07 and FY 2007-08.

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

Recommendation:

Forward a recommendation to the STA Board:

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

H. Solano Napa Travel Demand Model (Phase 2 Transit)

Informational

I. Status of Congestion Management Program (CMP) Consistency Review of Recently Submitted Development Projects

Informational

J. Bike to Work Week May 15 – 19, 2006

Informational

K. FY 2005-06 Transportation Fund for Clean Air (TFCA) Program Manager Funds

Recommendation:

Forward a recommendation to the STA Board to approve FY 2006-07 TFCA funding in the following amounts for each project:

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

VI. ACTION ITEMS

A. Adopted 2006 State Highway Operations and Protection Program and the Pending 2006 State Transportation Improvement Program (STIP)

Janet Adams reviewed the approved 2006 SHOPP FY 2006-07 through FY 2009-10, which contained changes from the Draft 2006 SHOPP. She specified the primary importance of the I-80 \$41 million rehabilitation project being programmed in FY 2009-10. She explained in detail the recommendation to the STA Board to approve the programming of \$4M in 2006 STIP PTA funds to the Vallejo Ferry Terminal, Parking, and \$2M in 2006 STIP PTA funds to the Capitol Corridor Rail Station, Fairfield/Vacaville as part of a revised 2006 STIP for Solano and to replace the \$6 million in STIP highway funds projected to be removed by the CTC.

Recommendation:

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

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

B. Intercity Transit Funding Agreement Proposal

Elizabeth Richards provided a summary of the draft Intercity Transit Funding proposal for FY 2006-07, which addresses a near-term consistent cost-sharing methodology and coordinated services changes. She stated that the third principle (long-term) concerning cost-sharing issues would need to be continued into FY 2006-07.

Mike Duncan, City of Fairfield, requested to correct the draft proposal to the Intercity Transit Cost-Sharing Funding Agreement for FY 2006-07 under Fairfield's issue to state "Operate services that meet the needs of Fairfield and *Suisun* residents within financial operating parameters."

Recommend that the STA Board approve the following:

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

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

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

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

Recommendation:

Recommend the STA Board approve the FY 2006-07 STAF project list and preliminary FY 2007-08 project list.

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

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

Elizabeth Richards summarized STA's position on MTC's proposal to allocate funding for FY 2006-07 and FY 2007-08. She stated that MTC is proposing to distribute FY 2006-07 STAF funds according to existing population-based policy, which STA supports. Elizabeth continued by stating that for FY 2007-08, MTC proposes to retain the Prop. 42 increment in full for regional programs such as implementation of the RM 2 Transit Connectivity Study, in which STA proposed that the FY 2007-08 Prop. 42 increment be distributed according to STA population-based policy as well.

Recommendation:

Recommend to the STA Board to authorize the STA Chair to sign a letter advocating the significant issues outlined on Attachment B concerning future population-based STAF funds distribution and the STAF Prop. 42 increment.

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

E. MTC Routine Accommodations of Bicyclist and Pedestrians in the Bay Area
Dan Christians requested to continue this item until the next meeting in May.

Recommendation:

Forward the following recommendations to the STA Board:

1. Support MTC's recommendations for the Routine Accommodations of Bicyclists and Pedestrians if they either provide more flexibility or do not restrict the amount, percentage or use of potential bicycle and pedestrian project funding as stated in Recommendation number 4.
2. Support MTC's decision to delegate 100% of the allocation of Regional Bicycle/Pedestrian funds to the CMAs.

On a motion by Michael Throne, and a second by Charlie Beck, the STA TAC unanimously approved to continue this item until the next meeting in May.

F. Legislative Update – April 2006

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

Recommendation:

Forward a recommendation to the STA Board to adopt a support position on SB 1812 (Runner) pertaining to California's participation in a federal surface transportation project delivery pilot program.

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

VII. INFORMATION ITEMS

- A. Safety Improvements Proposed in the “Traffic Relief and Safety Plan for Solano County” – Measure H**
Janet Adams reviewed the funding proposed in the “Traffic Relief and Safety Plan” – Measure H that identified safety improvements in the STA plans and studies. She cited the plans and studies; including the Safe Routes to School (SR2S) study, 2005 Solano Travel Safety Plan Intersections, 2004 Solano Countywide Bicycle and Pedestrian Plans, and Highway Corridor Studies.
- B. FY 2006-07 Solano County Coordinated TDA Matrix Status**
Elizabeth Richards reviewed and distributed information on the initial draft TDA Budget Matrix for FY 2006-07. She stated 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.
- C. Safe Routes to Schools (SR2S) Study Update**
Sam Shelton provided an update on the outreach scheduling process for appointments to the SR2S Steering Committee. He provided an updated calendar that included current and proposed scheduled meetings.
- D. Project Delivery Update**
Sam Shelton provided two project delivery announcements to the TAC: 1.) 2007 TIP Update 2.) April 5, 2006 Finance Working Group Report/Federal Earmark Obligation Authority.
- E. I-80/Capitol Corridor Smarter Growth Study and Association of Bay Area Government (ABAG)’s Focusing Our Vision**
Dan Christians reviewed the development of the “Smarter Growth along the I-80/Capitol Corridor” study and the regional planning process of ABAG’s “Focusing Our Vision”.
- F. Update on Implementation of Disadvantaged Business Enterprise (DBE) Program**
Janet Adams outlined the timeline and list of draft documents to be used should Caltrans change to a race-neutral DBE Program. She stated that Caltrans would announce its decision on the implementation of its DBE Program on May 1, 2006.
- G. Solano Bicycle Pedestrian Program Applications Submitted for FY 2006-07 through FY 2008-09**
Sam Shelton presented to the TAC, for review, the Bicycle Advisory Committee (BAC)’s and Pedestrian Advisory Committee (PAC)’s Tier 1 and Tier 2 Priority Lists. He stated that the TAC would make their own SBPP funding recommendation at the next meeting after reviewing the funding recommendations adopted by the BAC and PAC on May 11, 2006.

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

Sam Shelton distributed and provided information that included recommendations made by the Clean Air Application Review Committee. He stated that project recommendations made by the Committee would be considered by the YSAQMD Board of Directors at their June 14, 2006 meeting.

VIII. ADJOURNMENT

The meeting was adjourned at 3:30 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, May 31, 2006.**

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DATE: May 1, 2006
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2006

Discussion:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2006

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
May 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 19	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
May 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
June 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
June 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 15	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
June 20	9:00 a.m.	Lifeline Advisory Committee	STA Conference Room	TBD
June 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
July 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
September 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
September 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
October 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 8	6:00 p.m.	STA Annual Awards	Travis Credit Union - Vacaville	Confirmed
November 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed

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DATE: April 20, 2006
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: FY 2005-06 3rd Quarter Budget Report

Background:

On January 2006, the Solano Transportation Authority (STA) Board was presented with the FY 2005-06 1st Quarter Budget Report. Subsequently, in March 2006, the FY 2005-06 Mid-Year Budget Revision was presented and approved by the STA Board, along with the 2nd Quarter Budget Report.

Discussion:

The attached STA financial report shows the approved Mid-Year Revision with the revenue and expenditure budget and the year-to-date activity ending March 31, 2006. The STA's total program administration and operation expenditures for the 3rd Quarter are at 32% of budget with total revenue received at 42% anticipated for the FY 2005-06 revised budget.

Revenues:

Most STA programs are funded with grants on a reimbursement basis, however, a few receive quarterly advances. Total revenue of \$4,003,026 (42%) are received and billed for the 3rd Quarter ending March 31, 2006.

Expenditures:

STA's projects and programs are ongoing and expenditures are within budget projections.

1. STA's Management and Operations including the development of an Expenditure Plan for the Solano Transportation Improvement Authority (STIA) is within the 3rd Quarter Budget projection at 72% of budget.
2. Solano-Napa Commuters Information (SNCI) is at 51% of budget with encumbered expenditure not reflected.
3. Project Development is at 18% of budget, which includes \$1.6 million of the Regional Measure 2 (RM 2) funded Project.
4. Strategic Planning is at 35% of budget.

In the aggregate, STA Budget expenditures are within budget, and revenues have been received and/or reimbursed at a rate to cover STA expenditures with few funding advances.

Recommendation

Review and file.

Attachment:

- A. STA FY 2005-06 3rd Quarter Budget Report

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STA QUARTERLY FINANCIAL REPORT
FY 2005-06 Third Quarter (75%)
July 1, 2005 through March 31, 2006

REVENUES				EXPENDITURES			
	FY 05-06 Budget	Actual Received YTD	%		FY 05-06 Budget	Actual Spent YTD	%
Operations				Operations			
Gas Tax (Reserve Account)	30,000	30,000	100%	Operations Management/Administration	1,131,569	814,686	72%
Interest	-	3,442	0%	STA Board of Directors Expenditure Plan	40,800	28,207	69%
STP	1,023,716	472,214	46%	Contribution to STA Reserve	250,000	200,120	80%
Gas Tax	291,789	291,789	100%		30,000		0%
MTC - Expenditure Plan	90,000		0%	Subtotal	\$ 1,452,369	\$ 1,043,013	72%
MTC - SP&R	70,000		0%				
YSAQMD	10,000		0%	SNCI			
ECMAQ	150,000	130,722	87%	SNCI Management/Administration	440,717	320,689	73%
STIP/PPM	113,000		0%	Employer/Van Pool Outreach	15,000	7,946	53%
TCRP 25.2 - North Connector	29,310	16,346	56%	SNCI General Marketing	155,000	37,005	24%
DMV/AVA	5,000		0%	Fall Campaign	16,000	13,124	82%
TCRP 25.3 - Interchange	29,900	22,222	74%	Bike to Work Campaign	20,000		0%
MTC-Rideshare	240,000	169,427	71%	BikeLinks Maps	15,000		0%
MTC-ECMAQ	115,000		0%	Lifeline Program	15,000	1,350	9%
BAAQMD	3,000		0%	Incentives	30,000	5,125	17%
TDA Art. 4/8	433,099	412,693	95%	Specialized City Services	7,500	1,107	15%
RM-2 I-80 HOV	6,915		0%	Guaranteed Ride Home Program	21,000	1,813	9%
RM-2 North Connector East (Design)	4,610		0%	Transit Management Administration	20,000	17,237	86%
TFCA	309,956	127,296	41%	Rio Vista Van Pool Program	3,300		0%
STAF	543,964	463,972	85%	Community Based Transit Study	30,000	341	1%
LIFT	3,300		0%	Local Transit Studies			
CBO	30,000		0%	Napa Van Pool Incentives	3,000		0%
Other Gov't.	157,999	100,571	64%	Subtotal	\$ 791,517	\$ 405,737	51%
Sponsors	36,034	2,239	6%				
Subtotal	\$ 3,726,592	\$ 2,242,933	60%	Project Development			
				Project Management/Administration	142,159	122,923	86%
TFCA Programs				STIP Project Monitoring			
TFCA	282,861	319,182	113%	Paratransit Coordinating/PCC	36,944	4,519	12%
Interest		10,782	0%	Traffic Safety Plan Update	50,000	10,238	20%
Subtotal	\$ 282,861	\$ 329,964	117%	Project Study Report	112,000	2,557	2%
				SR 12 Bridge Study			
Abandoned Vehicle Abatement				SR 12 MIS Operational Strategy			
DMV	348,000	174,496	50%	Jepson Parkway EIR	244,855	151,489	62%
Interest		1,912	0%	North Connector PA/ED	326,713	266,054	81%
Subtotal	\$ 348,000	\$ 176,408	51%	Solano Paratransit Capital	160,850		0%
				Solano Paratransit Assessment Study	35,000		0%
Jepson Parkway				I-80/680/12 Interchange PA/ED	2,909,200	446,105	15%
STP	100,000		0%	RM 2 North Connector Design	289,353		0%
Demo 1528	44,855		0%	RM 2 I-80 HOV PA-ED Design	1,347,148		0%
Other Gov't.	100,000		0%	Subtotal	\$ 5,654,222	\$ 1,003,885	18%
Subtotal	\$ 244,855	\$ -	0%				
				Strategic Planning			
North Connector				Planning Management/Administration	239,366	161,827	68%
TCRP 25.2	326,713	276,257	85%	SolanoLinks Marketing	88,020	58,309	66%
RM2 North Connect East Design	289,353		0%	General Marketing	32,000	12,476	39%
Interest		3,572	0%	Events	27,000	15,509	57%
Subtotal	\$ 616,066	\$ 279,829	45%	Model Development/Maintenance	150,000		0%
				Solano County TLC Program	322,184	69,725	22%
Solano Paratransit				Comprehensive Transportation Plan			
FTA 5310	92,800		0%	Countywide Pedestrian/Trails Plan			
STAF (match)	34,050		0%	Transit Consolidation Feasibility Study	135,000	35,000	26%
STAF (Vehicle Improvements)	34,000		0%	Oakland/Auburn Commuter Rail Study	10,000		0%
Subtotal	\$ 160,850	\$ -	0%	FF/VV Rail Station Design	94,999	21,310	22%
				Route 30	0		0%
I-80 HOV Lane (SR 12 to Airbase)				CMP Update/Regional Impact Fee Study			
Rm2 I-80 HOV	1,347,148		0%	SR 12 Transit Study	8,034	7,945	99%
Subtotal	\$ 1,347,148	\$ -	0%	Jepson Parkway Concept Plan Update	0		0%
				TFCA Programs	282,861	139,314	49%
I-80/680/SR 12 Interchange				DMV Abandoned Vehicle Abatement	348,000	82,146	24%
TCRP 25.3	2,909,200	970,578	33%	Total Strategic Planning	\$1,737,464	\$603,561	35%
Interest		3,314	0%				
Subtotal	\$ 2,909,200	\$ 973,892	33%				
				TOTAL REVENUES	\$ 9,635,572	\$ 4,003,026	42%
				TOTAL EXPENDITURES	\$9,635,572	\$3,056,196	32%

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DATE: May 1, 2006
TO: STA Board of Directors
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Local Transportation Development Act (TDA) and Gas Tax Contributions for FY 2006-07

Background

On January 2004, the Solano Transportation Authority (STA) Board unanimously adopted a policy to index the annual Transportation Development Act (TDA) and local gas tax subventions provided by member agencies to the STA. The adopted index policy for TDA is 2.7% and 2.1% for local gas tax subventions, which are both distributed based on population. The initial TDA contribution is based on the Metropolitan Transportation Commission (MTC) annual TDA fund estimate and the gas tax contribution estimate is based on the prior calendar year actual gas tax revenues for all agencies in Solano County. Both estimates are revised as actual data becomes available and adjustments are made in the subsequent fiscal year.

These two revenue sources provide the core funding for STA in addition to the annual congestion management agency federal funds State Transportation Planning (STP) provided by MTC.

Discussion:

Attachment A is the proposed member agency contribution for both TDA and gas tax contribution for FY 2006-07. These amounts reflect the increased TDA contribution to STA of 2% (\$10,962) from the prior year using the MTC annual TDA funding estimates, and a decrease of 5% (\$12,931) in gas tax revenues. STA's TDA claim for FY 2006-07 is calculated based on the adopted indexing policy (see Attachment B) and on MTC's FY 2006-07 Fund Estimate (see Attachment C). Estimates for the FY 2006-07 Gas Tax contributions are based on calendar year 2005 actual revenues to Solano County (see Attachment D). Estimates for both TDA and Gas Tax contribution may result in adjustments for FY 2007-08, which varies depending on the actual amounts.

In the aggregate, the total TDA and gas tax subvention contributions from the member agencies for the FY 2006-07 decreased slightly (less than 1%) increase.

Recommendation

Informational.

Attachments

- A. FY 2006-07 TDA and Gas Tax Contributions from Member Agencies
- B. Computations for TDA and Gas Tax Contributions for FY 2006-07
- C. MTC FY 2006-07 Annual Fund Estimate (February 22, 2006)
- D. Calendar Year 2005 Gas Tax Revenues for Solano County Agencies

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FY 2006-07 TDA and Gas Tax Contribution from Member Agencies**TDA Contributions**

AGENCY	FY 2006-07 TDA	FY 2005-06 Adjustment	Total TDA to STA FY 2006-07	Prior TDA FY 2005-06	% Change
Benicia	\$ 28,432	\$ 204	\$ 28,636	\$ 28,224	1%
Dixon	\$ 17,217	\$ 282	\$ 17,499	\$ 16,932	3%
Fairfield	\$ 109,093	\$ 1,359	\$ 110,452	\$ 107,720	2%
Rio Vista	\$ 6,607	\$ 203	\$ 6,810	\$ 6,403	6%
Suisun City	\$ 28,853	\$ 259	\$ 29,112	\$ 28,590	2%
Vacaville	\$ 100,142	\$ 1,440	\$ 101,582	\$ 98,689	3%
Vallejo	\$ 127,521	\$ 1,370	\$ 128,891	\$ 126,135	2%
Solano County	\$ 20,745	\$ 335	\$ 21,080	\$ 20,406	3%
TOTAL	\$ 438,609	\$ 5,452	\$ 444,061	\$ 433,099	2%

Gas Tax Contributions

AGENCY	FY 2006-07 Gas Tax	FY 2005-06 Adjustment	Total Gas Tax Claim FY 2006-07	Prior Gas Tax FY 2005-06	% Change
Benicia	\$ 18,717	\$ (181)	\$ 18,536	\$ 19,470	-5%
Dixon	\$ 11,334	\$ (110)	\$ 11,224	\$ 11,684	-4%
Fairfield	\$ 71,819	\$ (694)	\$ 71,125	\$ 74,338	-5%
Rio Vista	\$ 4,350	\$ (43)	\$ 4,307	\$ 4,431	-3%
Suisun City	\$ 18,995	\$ (184)	\$ 18,811	\$ 19,742	-5%
Vacaville	\$ 65,927	\$ (637)	\$ 65,290	\$ 68,106	-4%
Vallejo	\$ 83,951	\$ (811)	\$ 83,140	\$ 87,044	-5%
Solano County	\$ 13,657	\$ (132)	\$ 13,525	\$ 14,074	-4%
TOTAL	\$ 288,750	\$ (2,792)	\$ 285,958	\$ 298,889	-5%

Total Contributions from Member Agencies

AGENCY	TDA	Gas Tax	FY 2006-07 TOTAL	FY 2005-06 TOTAL	% Change
Benicia	\$ 28,636	\$ 18,536	\$ 47,172	\$ 47,694	-1%
Dixon	\$ 17,499	\$ 11,224	\$ 28,723	\$ 28,616	0%
Fairfield	\$ 110,452	\$ 71,125	\$ 181,577	\$ 182,058	0%
Rio Vista	\$ 6,810	\$ 4,307	\$ 11,117	\$ 10,834	3%
Suisun City	\$ 29,112	\$ 18,811	\$ 47,923	\$ 48,332	-1%
Vacaville	\$ 101,582	\$ 65,290	\$ 166,872	\$ 166,795	0%
Vallejo	\$ 128,891	\$ 83,140	\$ 212,031	\$ 213,179	-1%
Solano County	\$ 21,080	\$ 13,525	\$ 34,605	\$ 34,480	0%
TOTAL	\$ 444,061	\$ 285,958	\$ 730,019	\$ 731,988	0%

ATTACHMENT B

FY 2006-07
TDA and Gas Tax Contributions

TDA	Total TDA to County	\$14,055,524	TDA for STA	Total TDA to County	\$ 16,242,802
FY 2005-06	STA Operations (2.7%)	\$ 379,499	FY 2006-07	STA Operations (2.7%)	\$ 438,556

February 2005 Estimate

	<u>Agency TDA</u>	<u>Percent</u>	<u>FY 05-06 Claim</u>	<u>Add'l TDA</u>	<u>Total TDA</u>	<u>Percent</u>	<u>Revised FY 2005-06</u>	<u>FY 2005-06 Adjustment</u>
Benicia	\$ 911,108	0.065	\$ 28,224	\$ 79,445	\$ 990,553	0.065	\$ 28,428	\$ 204
Dixon	\$ 551,726	0.039	\$ 16,932	\$ 48,108	\$ 599,834	0.039	\$ 17,215	\$ 282
Fairfield	\$ 3,495,954	0.249	\$ 107,720	\$ 304,833	\$ 3,800,787	0.249	\$ 109,080	\$ 1,359
Rio Vista	\$ 211,748	0.015	\$ 6,403	\$ 18,464	\$ 230,212	0.015	\$ 6,607	\$ 203
Suisun City	\$ 924,606	0.066	\$ 28,590	\$ 80,622	\$ 1,005,228	0.066	\$ 28,849	\$ 259
Vacaville	\$ 3,209,124	0.228	\$ 98,689	\$ 279,822	\$ 3,488,946	0.228	\$ 100,130	\$ 1,440
Vallejo	\$ 4,086,487	0.291	\$ 126,135	\$ 356,325	\$ 4,442,812	0.291	\$ 127,505	\$ 1,370
Solano County	\$ 664,771	0.047	\$ 20,406	\$ 57,965	\$ 722,736	0.047	\$ 20,742	\$ 335
	\$14,055,524	1.000	\$ 433,099	\$ 1,225,584	\$ 15,281,108	1.000	\$ 438,556	\$ 5,452

TDA	Total TDA to County	\$16,244,823		
FY 2006-07	STA Operations (2.7%)	\$ 438,610		
February 2006 Estimate				
	<u>Percent</u>	<u>FY 2006-07 Estimate</u>	<u>FY 2005-06 Adjustment</u>	<u>Total TDA to STA FY 2006-07</u>
Benicia	\$ 990,333 0.065	\$ 28,431.62	\$ 204.00	\$ 28,635.62
Dixon	\$ 622,660 0.039	\$ 17,216.91	\$ 282.00	\$ 17,498.91
Fairfield	\$ 3,806,710 0.249	\$109,093.13	\$ 1,359.00	\$ 110,452.13
Rio Vista	\$ 247,810 0.015	\$ 6,606.71	\$ 203.00	\$ 6,809.71
Suisun City	\$ 1,004,578 0.066	\$ 28,852.83	\$ 259.00	\$ 29,111.83
Vacaville	\$ 3,506,199 0.228	\$100,142.45	\$ 1,440.00	\$ 101,582.45
Vallejo	\$ 4,393,704 0.291	\$127,521.03	\$ 1,370.00	\$ 128,891.03
Solano County	\$ 711,135 0.047	\$ 20,744.54	\$ 335.00	\$ 21,079.54
	\$15,283,129 1.000	\$438,609.22	\$ 5,452.00	\$ 444,061.22

Gas Tax	Total Gas Tax to County	\$13,882,829	Gas Tax	Total Gas Tax to County	\$ 13,750,033
FY 2005-06	STA Operations (2.1%)	\$ 291,539	FY 06-07	STA Operations (2.1%)	\$ 288,751

Estimate based on Calendar Year 2004

Estimate based on Calendar Year 2005

	<u>FY 05-06 Claim</u>		<u>FY 05-06 Adjustment</u>
Benicia	0.065 \$ 18,898	Benicia	0.065 \$ 18,717 \$ (181)
Dixon	0.039 \$ 11,444	Dixon	0.039 \$ 11,334 \$ (110)
Fairfield	0.249 \$ 72,513	Fairfield	0.249 \$ 71,819 \$ (694)
Rio Vista	0.015 \$ 4,392	Rio Vista	0.015 \$ 4,350 \$ (43)
Suisun City	0.066 \$ 19,178	Suisun City	0.066 \$ 18,995 \$ (184)
Vacaville	0.228 \$ 66,564	Vacaville	0.228 \$ 65,927 \$ (637)
Vallejo	0.291 \$ 84,762	Vallejo	0.291 \$ 83,951 \$ (811)
Solano County	0.047 \$ 13,789	Solano County	0.047 \$ 13,657 \$ (132)
	1.000 \$ 291,539		1.000 \$ 288,751 \$ (2,792)

Gas Tax	Total Gas Tax to County	\$13,750,033
FY 2006-07	STA Operations (2.1%)	\$ 288,751
Estimate based on Calendar Year 2005		
	<u>FY 05-06 Adjustment</u>	<u>TOTAL STA FY 06-07 Gas Tax</u>
Benicia	0.065 \$ 18,717 \$ (181)	\$ 18,536
Dixon	0.039 \$ 11,334 \$ (110)	\$ 11,224
Fairfield	0.249 \$ 71,819 \$ (694)	\$ 71,125
Rio Vista	0.015 \$ 4,350 \$ (43)	\$ 4,307
Suisun City	0.066 \$ 18,995 \$ (184)	\$ 18,811
Vacaville	0.228 \$ 65,927 \$ (637)	\$ 65,290
Vallejo	0.291 \$ 83,951 \$ (811)	\$ 83,140
Solano County	0.047 \$ 13,657 \$ (132)	\$ 13,525
	1.000 \$ 288,751 \$ (2,792)	\$ 285,959

FY2006-07 FUND ESTIMATE
REGIONAL SUMMARY

TDA REGIONAL SUMMARY TABLE

column	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/05	FY 2004-06	FY 2006	FY 2006	FY 2006	FY 2007	FY 2007	FY 2007
	Balance (W/ Interest) ¹	Outstanding Commitments ²	Original Estimate	Revised Adm.& Planning Charge	Revenue Adjustment	Revenue Estimate	Adm.& Planning Charge	Available for Allocation
Alameda	12,503,768	(62,401,774)	56,557,904	(2,389,052)	3,168,394	64,910,540	(2,596,422)	69,753,359
Contra Costa	18,630,456	(39,109,368)	33,977,565	(1,428,864)	1,744,030	36,614,635	(1,464,585)	48,963,868
Marin	1,269,740	(10,450,421)	9,934,709	(439,357)	1,049,225	10,983,934	(439,357)	11,908,473
Napa	9,522,107	(6,688,491)	5,040,980	(214,990)	333,768	5,708,516	(228,341)	13,473,550
San Francisco	4,761,180	(33,087,854)	31,166,000	(1,390,367)	3,593,178	36,497,137	(1,459,885)	40,079,388
San Mateo	2,968,240	(29,391,003)	28,338,648	(1,279,011)	3,636,635	32,934,541	(1,317,382)	35,890,668
Santa Clara	5,837,498	(76,126,799)	74,000,000	(2,794,716)	4,477,590	79,134,280	(2,817,700)	81,710,154
Solano	11,804,355	(22,838,041)	14,939,970	(649,707)	1,302,704	16,244,823	(649,793)	20,154,311
Sonoma	17,970,002	(22,003,605)	17,900,000	(685,500)	1,100,000	19,950,000	(713,250)	33,517,647
TDA Total	85,267,346	(302,097,356)	271,855,776	(11,271,564)	20,405,524	302,978,406	(11,686,715)	355,451,417

STA, AB1107 AND BRIDGE TOLL REGIONAL SUMMARY TABLE

	6/30/05	FY 2004-06	FY 2006	FY 2007	FY 2007	FY 2007	FY 2007	FY 2007
	Balance (W/ Interest) ¹	Outstanding Commitments ²	Revenue/ Transfer	Revenue Estimate	Revenue Estimate	Prop 42 Increment	Prop 42 Increment	Available for Allocation
State Transit Assistance Total	28,059,347	(58,584,875)	75,269,439	60,199,343	60,199,343	27,053,386	27,053,386	131,996,641
Revenue-Based STA	6,256,300	(46,119,523)	55,801,831	44,541,147	44,541,147	20,016,644	20,016,644	80,496,399
Population-Based STA	21,803,047	(12,465,352)	19,467,608	15,658,197	15,658,197	7,036,742	7,036,742	51,500,242
BART District Tax - AB1107 Total	-	(61,750,000)	61,750,000	64,220,000	64,220,000	-	-	64,220,000
Bridge Toll Total								
AB 664 Bridge Revenues	33,812,469	(32,082,794)	11,995,717	11,957,105	11,957,105	-	-	25,682,497
Regional Measure 1 Revenues	4,831,940	(11,217,010)	9,947,332	9,902,722	9,902,722	-	-	13,464,984
5% State General Fund Revenue	35,414	(2,918,617)	2,906,778	2,935,846	2,935,846	-	-	2,959,421
MTC 2% Toll Revenue	804,907	(1,776,224)	944,399	943,231	943,231	-	-	916,313

Please see Attachment A pages 2-14 for detailed information on each fund source.

1. Balance as of 6/30/05 is from MTC FY 2004-05 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2005, and FY 2005-06 allocations as of January 31, 2006.

**FY 2006-07 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

*Attachment A
Res No. 3727
Page 9 of 15
February 22, 2006*

FY 2005-06 TDA Revenue Estimate Adjustment		FY 2006-07 TDA Estimate	
FY 2005-06 Generation Estimates Adjustment		FY 2006-07 County Auditor's Generations Estimate	
1. Original County Auditor Estimate (Feb, 05)	14,939,970	13. County Auditor Estimate	16,244,823
2. Revised County Auditor Estimate (Feb, 06)	16,242,674	FY 2006-07 Planning and Administration Charges	
3. Revenue Adjustment (Line 2-1)		14. MTC Administration (0.5% of line 13)	81,224
FY 2005-06 Planning and Administration Charges Adjustment		15. County Administration (0.5% of line 13)	81,224
4. MTC Administration (0.5% of line 3)	6,514	16. MTC Planning (3.0% of line 13)	487,345
5. County Administration (0.5% of line 3)	6,514	17. Total Charges (Lines 14+15+16)	649,793
6. MTC Planning (3.0% of line 3)	39,081	FY 2006-07 TDA Apportionment By Article	15,595,030
7. Total Charges (Lines 4+5+6)	52,108	19. TDA Article 3.0 (2.0% of line 18)	311,901
8. Adjusted Generations Less Charges (Line 3-7)	1,250,596	20. TDA Funds Remaining (Line 18-19)	15,283,129
FY 2005-06 TDA Adjustment By Article		21. TDA Article 4.5 (5.0% of line 20)	
9. Article 3 Adjustment (2.0% of line 8)	25,012	22. TDA Article 4/8 (Line 20-21)	15,283,129
10. Funds Remaining (Line 8-9)			
11. Article 4.5 Adjustment (5.0% of line 10)	1,225,584		
12. Article 4/8 Adjustment (Line 10-11)	1,225,584		

TDA APPORTIONMENT BY JURISDICTIONS

Column	A 6/30/05 Balance (w/o interest)	B FY 2005 Interest	C=A+B 6/30/05 Balance (w/ interest) ¹	D FY 2004-06 Outstanding Commitments ²	E FY 2006 Article Transfer	F FY 2006 Original Estimate	G FY 2006 Revenue Adjustment	H=Sum(C;G) 6/30/06 Projected Carryover	I FY 2007 Revenue Estimate	J=H+I Total Available For Allocation
Article 3	661,912	12,899	674,811	(952,229)		286,847	25,012	34,441	311,901	346,342
Article 4.5	661,912	12,899	674,811	(952,229)		286,847	25,012	34,441	311,901	346,342
SUBTOTAL										
Article 4/8										
Benicia	152,810	9,846	162,656	(997,554)		911,108	79,445	155,655	990,333	1,145,988
Dixon	382,562	7,956	390,518	(935,994)		551,726	48,108	54,359	622,660	677,018
Fairfield	4,389,330	82,266	4,471,596	(6,454,524)		3,495,954	304,833	1,817,859	3,806,710	5,624,569
Rio Vista	438,558	9,953	448,511	(645,669)		211,748	18,464	33,054	247,810	280,864
Suisun City	635,734	11,735	647,469	(1,331,958)		924,606	80,622	320,738	1,004,578	1,325,316
Vacaville	4,537,268	84,812	4,622,080	(6,388,908)		3,209,124	279,822	1,722,118	3,506,199	5,228,318
Vallejo	337,402	5,066	342,468	(4,425,853)		4,086,487	356,325	359,427	4,393,704	4,753,131
Solano County	41,206	3,040	44,246	(705,352)		664,771	57,965	61,631	711,135	772,765
SUBTOTAL³	10,914,872	214,672	11,129,544	(21,885,812)		14,085,524	1,225,584	4,524,840	15,283,129	19,807,969
GRAND TOTAL	11,576,784	227,571	11,804,355	(22,838,041)		14,342,371	1,250,596	4,559,281	15,595,030	20,154,311

1. Balance as of 6/30/05 is from MTC FY 2004-05 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2005, and FY 2005-06 allocations as of January 31, 2006.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the following: Solano County Paratransit, CityLinkBARTLink, Countywide Transit/Paratransit Planning, and Countywide Street and Roads Planning.

Gas Tax to Solano County
January to December 2005

Allocation:	Jan-05	Feb-05	Mar-05	Apr-05	May-05	Jun-05	Jul-05	Aug-05	Sep-05	Oct-05	Nov-05	Dec-05	Total
Solano County	\$ 557,168.01	\$ 535,713.01	\$ 460,939.62	\$ 494,975.34	\$ 565,376.85	\$ 531,138.43	\$ 489,573.33	\$ 534,051.10	\$ 421,899.60	\$ 691,377.27	\$ 511,881.14	\$ 498,997.22	\$ 6,283,089.92
City:													
Benicia	\$ 44,888.60	\$ 40,459.49	\$ 37,361.63	\$ 40,030.55	\$ 45,596.30	\$ 42,964.69	\$ 50,066.52	\$ 42,722.26	\$ 33,976.61	\$ 55,089.18	\$ 41,042.97	\$ 40,028.62	\$ 514,227.42
Dixon	\$ 27,101.34	\$ 24,443.05	\$ 22,683.77	\$ 24,185.62	\$ 27,526.09	\$ 25,946.63	\$ 31,854.77	\$ 27,009.61	\$ 21,510.87	\$ 34,785.15	\$ 25,953.77	\$ 25,316.00	\$ 319,216.67
Fairfield	\$ 169,847.55	\$ 152,978.00	\$ 141,178.94	\$ 151,344.28	\$ 172,543.04	\$ 162,519.78	\$ 178,248.27	\$ 163,081.16	\$ 129,464.03	\$ 210,618.00	\$ 156,626.21	\$ 152,727.18	\$ 1,941,176.44
Rio Vista	\$ 10,661.92	\$ 9,640.18	\$ 8,925.64	\$ 9,541.26	\$ 10,925.07	\$ 10,218.05	\$ 13,326.62	\$ 10,990.25	\$ 8,801.83	\$ 14,084.80	\$ 10,570.03	\$ 10,316.22	\$ 127,901.77
Suisun City	\$ 45,241.89	\$ 40,777.60	\$ 37,555.15	\$ 40,345.25	\$ 45,955.19	\$ 43,302.69	\$ 50,694.59	\$ 43,330.99	\$ 34,459.56	\$ 55,875.80	\$ 41,627.56	\$ 40,598.61	\$ 519,864.88
Vacaville	\$ 155,917.08	\$ 140,434.38	\$ 129,605.34	\$ 138,934.99	\$ 158,390.96	\$ 149,191.72	\$ 162,497.93	\$ 150,238.74	\$ 119,275.40	\$ 194,022.88	\$ 144,293.33	\$ 140,702.10	\$ 1,783,504.85
Vallejo	\$ 198,447.83	\$ 178,730.93	\$ 164,940.38	\$ 176,821.49	\$ 201,598.28	\$ 189,883.23	\$ 204,130.45	\$ 188,166.57	\$ 149,365.68	\$ 243,033.58	\$ 180,716.27	\$ 176,216.00	\$ 2,252,050.69
City SubTotal	\$ 652,106.11	\$ 587,463.63	\$ 542,260.85	\$ 581,203.44	\$ 662,434.93	\$ 624,026.79	\$ 690,819.15	\$ 625,639.58	\$ 496,853.98	\$ 807,609.39	\$ 600,830.14	\$ 585,904.73	\$ 7,466,947.72
Total County & City	\$ 1,209,274.12	\$ 1,123,176.64	\$ 1,003,190.47	\$ 1,076,178.78	\$ 1,227,810.78	\$ 1,155,165.22	\$ 1,180,392.48	\$ 1,159,690.68	\$ 918,753.58	\$ 1,498,886.66	\$ 1,112,711.28	\$ 1,084,901.95	\$ 13,750,032.64
UCY 05/06	\$ 1,086,420.07	\$ 1,117,187.32	\$ 1,096,245.77	\$ 1,102,444.51	\$ 1,029,458.92	\$ 1,380,013.84	\$ 1,275,519.11	\$ 1,144,835.02	\$ 1,141,298.87	\$ 1,153,447.54	\$ 1,208,723.47	\$ 1,146,234.51	\$ 13,882,825.96
Variance	\$ 122,854.05	\$ 5,989.32	\$ (93,055.30)	\$ (26,265.73)	\$ 198,351.86	\$ (224,848.62)	\$ (96,126.63)	\$ 14,755.66	\$ (222,545.29)	\$ 345,439.12	\$ (96,012.19)	\$ (61,332.56)	\$ (132,796.31)

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DATE: May 1, 2006
 TO: STA Board
 FROM: Robert Guerrero, Associate Planner
 RE: FY 2006-07 STA/YSAQMD Clean Air Fund Applications

Background:

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

Solano County expects to receive approximately \$360,000 in FY 2006-07 Clean Air Program Funds for clean air projects such as: Alternative Fuels Infrastructure, Low Emission Vehicles, Alternative Transportation, Transit Services, and Public Education and Information. STA member agencies located in the Yolo Solano Air Basin (Rio Vista, Vacaville, Dixon and Solano County) and public schools and universities in these areas are eligible for the program.

Discussion:

The Solano Transportation Authority (STA) has been involved in programming YSAQMD Clean Air Funds by appointing two Board members (or alternates) to participate in an application review committee for Solano County projects. On April 12, 2006, the STA Board appointed Mayor Len Augustine and Mayor Mary Ann Courville to participate in this year's committee along with three other YSAQMD representatives. The committee met on Friday, April 21st with the project applicants to develop a funding recommendation to the YSAQMD Board to consider. After brief presentations the committee made the following funding recommendations:

Applicant	Project	Funding requested	Committee Recommendation
Breathe California	Clean Air Awareness Program - Solano County	\$10,000	\$10,000
Rio Vista, City of	Rio Vista Delta Breeze SR 12/160 Service	\$ 30,000	\$30,000
Solano County Dept. of Resource Management	Vacaville-Dixon Bikeway (phase 1)	\$ 150,000	\$140,000
Vacaville Sanitary Service	Retrofit 9 Refuse Trucks for NOx and PM Emission Reductions	\$ 94,500	\$52,500
Vacaville, City of	Alternative Fuel Vehicle Incentive Program	\$ 30,000	\$27,500
Vacaville, City of	Centennial Bikeway (Browns Valley Parkway to Vaca Valley Parkway)	\$ 80,000	\$80,000
Vacaville, City of	Nob Hill Bike Path	\$ 20,000	\$20,000
Vacaville, City of	Ulatis Creek Bike Path (Ulatis Drive to Leisure Town Road)	\$ 125,000	-----
TOTAL FUNDING REQUESTS		\$ 539,500	\$360,000

The recommendations made by the committee will be considered by the YSAQMD Board of Directors at their June 14th meeting. In the past, the YSAQMD Board of Directors have not deviated from recommendations made by the review committee.

Recommendation:

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



DATE: May 1, 2006
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: FY 2006-07 BAAQMD Transportation for Clean Air (TFCA) Program
Manager Funds

Background:

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program annually provides funding to cities and counties within its jurisdiction for 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. Two air districts, the BAAQMD and the Yolo Solano Air Quality Management District, divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area Air Basin and therefore are eligible to apply for these funds.

Funding for the TFCA program is provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The BAAQMD regionally distributes 60% of the entire TFCA funds through a competitive process; the remaining 40% is for TFCA Program Manager projects. Program Manager projects are reviewed and approved by the Congestion Management Agency (or other BAAQMD designated agency) from each county in the BAAQMD. The STA is designated the "Program Manager" of the 40% TFCA funding for Solano County and manages approximately \$315,000 in annual TFCA funding.

The STA Board approved the FY 2006-07 Solano TFCA Program Manager Guidelines and authorized a call for projects at their March 8, 2006 meeting. On March 8, 2006, the STA Board also adopted an Alternative Modes Strategy that outlines funding amounts from STA discretionary funds for Transportation for Livable Communities (TLC), bicycle, pedestrian, and other alternative modes type projects. As part of the Strategy, the anticipated average annual Solano TFCA Program Manager fund of \$320,000 was apportioned by allocating \$195,000 for the Solano Napa Commuter Information's (SNCI) Ridesharing Activities and splitting the remaining balance 50% for bicycle and pedestrian projects (approximately \$60,000) and 50% for other alternative modes projects (approximately \$60,000). Attachment A includes the Alternative Modes Strategy as approved by the STA Board.

Discussion:

Approximately \$315,000 is available for Solano TFCA Program Manager funds for FY 2006-07 (including carry-over funds from FY 2005-06). In addition to the STA's SNCI Rideshare Program, the STA received funding requests from the cities of Fairfield and Benicia, and the Benicia Sanitary Service (Allied Waste Service) for a total fund request of \$420,500. Attachment B provides a brief summary of each project request, local match provided, total project cost and STA staff's funding recommendation.

SNCI requested \$195,000 to promote alternative transportation options and clean air programs. The City of Fairfield requested \$100,000 for the McGary Road construction design, including a separated path on the south side to facilitate all modes of non-motorized transportation. The City of Benicia requested a total of \$100,000 to fund transit and shuttle services between Vallejo Ferry Terminal, the Benicia Industrial Park and Pleasant Hill BART Station. Allied Waste Services requested \$25,500 to retrofit three commercial vehicles with CARB certified diesel particulate filters (see Attachment B for additional project details).

STA staff recently consulted with the City of Benicia's Transit Manager and we agreed that Benicia's TFCA proposal for express bus service between Vallejo's Ferry Terminal to the Pleasant Hill BART station is premature given the discussion by the SolanoLinks Transit Consortium regarding Intercity Transit Service. As a result, Benicia's application for Express Bus service was withdrawn and may be considered for re-submittal in FY 2007-08 when these uncertainties are addressed. Benicia's Transit Manager also acknowledged that a lesser amount than the originally requested \$50,000 (i.e. \$25,000) would be adequate for the proposed Shuttle Service from the Vallejo Ferry Terminal to Benicia's Industrial Park. The TFCA funding would be one of the primary local matches for Metropolitan Transportation Commission (MTC)'s Life Line Program funding available this summer. TFCA funding is typically difficult for shuttle services due to air emission cost-effectiveness requirements set by the BAAQMD. Higher funding requests for shuttle services without adequate ridership and vehicle trip reductions will cause the air emission cost-effectiveness threshold of \$90,000 per ton to be exceeded. However, the modest request of \$25,000 for a shuttle start up service such as the one proposed by Benicia would qualify. Therefore, STA staff recommends \$25,000 for Benicia's proposed shuttle service.

In addition, Allied Waste Services has indicated that they can now fund one of the three vehicles themselves as a local match for the two vehicles. In light of this new information, STA staff recommends \$17,000 in TFCA funds to retrofit the remaining two vehicles. STA staff is also recommending \$195,000 for SNCI rideshare activities consistent with the Alternative Modes Strategy with the remaining balance of the TFCA funds (\$78,000) recommended for the City of Fairfield's Solano Bikeway Extension-McGary Road Project. The Solano Bikeway Extension project continues to be a local and regionally significant priority bicycle project in Solano County. The \$78,000 will match the \$100,000 of Transportation Development Act (TDA) Article 3 funds previously approved by the STA Board to design and construct this separated Class I facility for bicyclists and pedestrians.

The STA Technical Advisory Committee (TAC) reviewed and unanimously recommended this item for Board approval at their April 26th meeting.

Recommendation:

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

1. \$17,000 for Allied Waste Service's (franchised hauler for City of Benicia) vehicle retrofit;
2. \$25,000 for Benicia's Shuttle Bus Service: Vallejo Ferry to Benicia's Industrial Park;

3. \$78,000 for Fairfield's Solano Bikeway Extension- McGary Road project; and
4. \$195,000 for Solano Napa Commuter Information Program's Rideshare Activities.

Attachments:

- A. Solano County Alternative Modes Strategy
- B. FY 2006-07 TFCA 40% Program Manager Fund Project Request Summary
- C. Draft STA FY 2006-07 TFCA Program Manager Resolution

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Alternative Modes Funding Strategy 2006-07 to 2008-09

	Estimated Funds to be Programmed by STA				Total per fund source	
	TLC	Bike	Ped	Other Alternative Modes Projects (i.e. Transit Hubs, Clean Fuel Technology, Ridesharing, and Safe Routes to Schools)		
Fund Recommending Committee	Alternative Modes/TAC	BAGTAC	PAC/TAC	TAC		
Funding Needs Identified by Countywide Plans	\$68 million	\$58 million	\$25 million	TBD		
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement	\$ 1,575,000	\$ -	\$ -	\$ -	\$ 1,575,000	
FY 07-08	\$ 949,000	\$ -	\$ -	\$ -	\$ 949,000	Total funds available per fiscal year
FY 08-09	\$ 626,000	\$ -	\$ -	\$ -	\$ 626,000	
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ	\$ 540,000	\$ -	\$ -	\$ -	\$ 540,000	
FY 07-08	\$ 270,000	\$ -	\$ -	\$ -	\$ 270,000	Total funds available per fiscal year
FY 08-09	\$ 270,000	\$ -	\$ -	\$ -	\$ 3,000,000	
Eastern Solano Congestion Mitigation Air Quality (E.CMAQ)* - Based on MTC's CMAQ estimate	\$ 1,080,000	\$ 912,000	\$ 408,000	\$ 600,000	\$ 3,000,000	
FY 07-08	\$ 666,000	\$ 562,400	\$ 251,600	\$ 370,000	\$ 1,850,000	Total funds available per fiscal year
FY 08-09	\$ 414,000	\$ 349,600	\$ 156,400	\$ 230,000	\$ 1,150,000	
TDA Article 3 (Based on MTC Estimate)- 2/3 bike, 1/3 ped	\$ -	\$ 638,529	\$ 319,265	\$ -	\$ 957,794	
FY 06-07	\$ -	\$ 201,383	\$ 100,692	\$ -	\$ 302,075	Total funds available per fiscal year
FY 07-08	\$ -	\$ 212,707	\$ 106,353	\$ -	\$ 319,060	
FY 08-09	\$ -	\$ 224,439	\$ 112,220	\$ -	\$ 336,659	Total funds available per fiscal year
Solano Bicycle/ Pedestrian Program (County share for FY 07/08 & FY08/09 is \$1,395,835)-2/3 bike, 1/3 ped	\$ -	\$ 930,556	\$ 465,278	\$ -	\$ 1,395,834	
FY 07-08	\$ -	\$ 465,278	\$ 232,639	\$ -	\$ 697,917	Total funds available per fiscal year
FY 08-09	\$ -	\$ 465,278	\$ 232,639	\$ -	\$ 697,917	
TFCA Program Manager Funds (Assumes \$195,000 is allocated to SNCF for ridesharing activities annually, remaining balance of \$120,000 will be programmed 50% to bike and ped projects (based on 2/3 bike and 1/3 ped split ratio) and 50% for "Other category")	\$ -	\$ 120,000	\$ 60,000	\$ 180,000	\$ 360,000	
FY 06-07	\$ -	\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	Total funds available per fiscal year
FY 07-08	\$ -	\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	
FY 08-09	\$ -	\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	Total funds available per fiscal year
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects 25% to bike/ped projects and 25% to be determine. Remaining 50% can be used for Ridesharing and Alternative Fuel type projects)	\$ -	\$ 145,001	\$ 72,499	\$ 217,500	\$ 435,000	
FY 06-07	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	Total funds available per fiscal year
FY 07-08	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	
FY 08-09	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	Total funds available per fiscal year
Subtotal	\$ 3,195,000	\$ 2,746,086	\$ 1,325,042	\$ 997,500	\$ 8,263,628	
				2006-07 ECMAQ Allocation	\$ 1,400,000	
				Total	\$ 9,663,628	

Transportation Fund for Clean Air
 FY 2006-07
 Request Summary
 Available: \$315,000

Applicant	Project	Project Description	Total Project Local Match	Source	Request	Recommendation
Fairfield	Solano Bikeway Extension- McGary Road	Design improvements to McGary Road to allow bicycle, pedestrian and vehicular traffic, including a separated path on the south side to facilitate all modes of non-motorized transportation.	\$210,000	\$120,000 TDA Article 3 Funds	\$100,000	\$78,000
Allied Waste Services	Vehicle Retrofit	Retrofit two roll on trucks and one front loader with CARB certified diesel particulate filters	\$25,500	\$8,500 Local	\$25,500	\$17,000
Benicia	Benicia shuttle service to Benicia Industrial Park	Provide a shuttle service from Benicia Breeze Route 75 and Baylink Ferry to Benicia	\$80,000	\$30,000 Not identified	\$50,000	\$25,000
Benicia	Regional Express Route Between Vallejo, Benicia and Pleasant Hill BART station.	Provide an express fixed route between Vallejo Ferry Terminal, Benicia via Military West and Military East to Pleasant Hill BART Station.	\$1,101,354	\$1,101,354 Not identified	\$50,000	Withdrawn
SNCI	Solano Napa Commuter Information Program	Provide comprehensive alternative transportation service and outreach including incentive, transit, bicycle, and emergency ride home service.	\$195,000	\$100,000 ECMAQ	\$195,000	\$195,000
FY 2006-07 Total:					\$420,500	\$315,000

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION # 2006 - 01**

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING AN APPLICATION FOR TRANSPORTATION FUND FOR CLEAN AIR (TFCA) TO THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD) FOR FY 2006-07 40% 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 TFCA 40% Program Manager funds; and

WHEREAS, the estimated TFCA 40% Program Manager Funds allocation for FY 2006-07 is \$315,000; and

WHEREAS, the STA initiated a call for projects for FY 2006-07 TFCA 40% Program Manager funds on March 8, 2006; and

WHEREAS, applications for the FY 2006-07 Solano TFCA 40% Program Manager funds have been submitted by the STA for the Solano Napa Commuter Information (SNCI) Ridesharing Program, the City of Benicia for shuttle service between the Vallejo Ferry Terminal and the Benicia Industrial Park, the City of Fairfield for the Solano Bikeway Extension, Allied Waste Services (franchised hauler for the City of Benicia) for vehicle retrofits; and

WHEREAS, on April 26, 2005 the STA Technical Advisory Committee and the SolanoLinks Intercity Transit Consortium reviewed and recommended the proposed projects; 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

NOW, THEREFORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors hereby authorizes the Executive Director to submit an application for FY 2006-07 Solano TFCA 40% Program Manager funds to the BAAQMD for the 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).

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 May 10, 2006.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of May 2006 by the following vote:

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

Attest: _____
Johanna Masiclat
Clerk of the Board

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DATE: April 28, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Funding Agreement Between the Solano Transportation Authority City of Rio Vista for the State Route 12 Re-Alignment/Rio Vista Bridge Study

Background:

The State Route (SR) 12 Major Investment Study 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. In addition, a detailed 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 waterway needs for the Port of Sacramento.

In 2005, 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 SR 12 Realignment/Rio Vista Bridge Preliminary Study will identify, based on future year traffic projections, the projected additional traffic capacity crossing the Sacramento River and identify the movement of goods on the Sacramento River waterway to meet future waterway needs for the Port of Sacramento. The Study will identify realignment alternatives for the location, bridge type, feasibility of each alternative, environmental constraints, preliminary costs for each alternative; develop potential funding strategies and next steps.

The City of Rio Vista has agreed to contribute \$362,000 of the Federal Earmark entitled “Rio Vista Bridge Realignment Study and Street Sign Safety” 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 Study will be completed in conjunction with the SR12/ Church Rd Project Study Report to assess opportunities and constraints for improving congestion and safety along the current alignment of the Rio Vista Bridge (Helen Madre) and the SR 12 Corridor through the City of Rio Vista.

A significant goal of this study is to have the recommended alignment amended into the City’s General Plan so all future developments within the City recognize the alignment. As such the STA anticipates having public outreach as part of this study and working closely with the City staff to insure the process used to complete the study meets the needs of Rio Vista and the affected residents.

The SR 12 Re-Alignment Rio Vista Bridge Study is intended to complete the following objectives:

1. Identify four alternative SR 12 corridor alignments (including the existing alignment).
2. Prepare preliminary cost estimate for each of the alternatives.
3. Conduct preliminary environmental screening for each alternative.
4. Run traffic model runs based on existing model information, current traffic counts obtained from recent traffic count surveys, and corridor land use data. Ideally, model should forecast traffic projections in five year increments up to 30 years (or possibly 10 year increments up to 50 years)
5. Key questions to consider and seek answers to during the study are:
 - a. What were the factors that led to the previous Rio Vista Bridge study not being pursued?
 - b. What are significant changes have occurred in the Rio Vista General Plan's land use designation, State/Federal regulations and policies for the Sacramento River/ Rio Vista Delta protection, and traffic forecasts?
 - c. What SR 12 options are feasible? What are potential impacts associated with each option? (costs to construct a new highway, bridge improvements or tunnel crossing costs, economic impacts to realign the highway or keep and improve existing alignment, land use designations, local traffic patterns, traffic hot spots associated with each alternative etc.)
 - d. What type of funding options will be appropriate for this endeavor? What are the pros and cons of making the Rio Vista Bridge a toll crossing?
 - e. What are the immediate next steps for implementing the study?

The funding agreement is provided in Attachment A. On April 25, 2006 the City staff agreed with the terms and conditions of the funding agreement.

Recommendation:

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

Attachment:

- A. Funding Agreement for the Rio Vista Bridge Study (2006) Between The City of Rio Vista and the Solano Transportation Authority

STA Agreement No. _____

**FUNDING AGREEMENT
FOR THE RIO VISTA BRIDGE STUDY (2006)
BETWEEN
THE CITY OF RIO VISTA
AND THE SOLANO TRANSPORTATION AUTHORITY**

THIS AGREEMENT is made and entered into as of this ____ day of _____, 2006, by and between the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., hereinafter referred to as "STA", and the CITY OF RIO VISTA, a municipal corporation, hereinafter referred to as "RIO VISTA";

RECITALS

WHEREAS, RIO VISTA and STA desire to continue the study and evaluation of the re-routing of SR 12 and the Rio Vista Bridge across the Sacramento River and to work toward selection of routes and other design matters for the enhancement of public transportation in and about the City of Rio Vista through the Staff of STA and such underlying consultant services agreements between STA and transportation planning and engineering providers as are necessary and appropriate; and

WHEREAS, RIO VISTA has agreed to contribute \$362,000 of the Federal Earmark entitled "Rio Vista Bridge Realignment Study and Street Sign Safety" toward the funding of the study which has been received by RIO VISTA; and

WHEREAS, the STA will be responsible for the contracting out and day-to-day management of the study; and

WHEREAS, the STA will be responsible for the contracting out of the Study; and

WHEREAS, RIO VISTA has determined that the expenditure of funds to assist with preparation of said Study will advance a public purpose and is therefore permitted by law.

TERMS

NOW, THEREFORE, STA and RIO VISTA, in consideration of the promises herein, agree as follows:

1. **Term of the Agreement.** The term of this Agreement shall commence on

the date first above written and shall expire on completion and acceptance by STA of the State Route (SR) 12 Realignment/Rio Vista Bridge Preliminary Study, unless terminated earlier in accordance with Paragraphs 7 or 8; except that the obligations under Paragraph 6 (Indemnification) shall continue in full force and effect after said expiration date or early termination as to the liability for acts and omissions occurring during the term of this Agreement.

2. **Scope of Services.** STA has worked cooperatively with RIO VISTA to fund the Rio Vista Bridge Study as set forth in greater detail in EXHIBIT A, which is attached hereto and incorporated herein by this reference. In general the study results from the Highway 12 MIS which 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. As a result, a detailed 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 obtained a Federal Earmark for completing the SR 12 – Rio Vista Bridge Study entitled “Rio Vista Bridge Realignment Study and Street Sign Safety.”

The SR 12 Realignment/Rio Vista Bridge Preliminary Study will identify, based on future year traffic projections, the projected additional traffic capacity crossing the Sacramento River and identify the movement of goods on the Sacramento River waterway to meet future waterway needs for the Port of Sacramento. The Study will identify realignment alternatives for the location, bridge type, feasibility of each alternative, environmental constraints, preliminary costs for each alternative; develop potential funding strategies and next steps.

3. **Compensation; Obligation for Matching Funds.**

This Agreement results from the receipt by RIO VISTA of an “earmark” in Federal funds for this project. Relative to such Federal funding, the following process shall apply:

1. RIO VISTA shall pay STA upon receipt of an invoice requesting payment from RIO VISTA for an amount not to exceed \$362,000 following execution of this agreement by both parties. Should STA hire consultants to perform the study or parts thereof, STA shall provide copies of any such invoices upon request by RIO VISTA.
2. RIO VISTA will be fully responsible for such “matching funds” requirements of the Federal earmark, if any. RIO VISTA shall determine the amount and means necessary to provide the “match” for the Federal earmark.

4. **Method of Payment.** All payments shall be made only upon presentation by STA to RIO VISTA of an invoice in a form acceptable to RIO VISTA. Payment shall be made to the STA up to the amount stated in paragraph 3.

5. **Independent Contractor.** STA shall perform this Agreement as an independent contractor. STA shall, at its own risk and expense, determine the method and manner by which duties imposed on STA by this Agreement shall be performed;

provided however that RIO VISTA may monitor the work performed by STA.

6. **Indemnification.** RIO VISTA and STA shall defend, indemnify and hold harmless each other and their officers, agents and employees from any claim, loss or liability including without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by RIO VISTA or STA, or their officers, agents, employees, or subcontractors of activities required under this Agreement.

7. **Termination for Cause.** If, after written notice and 10 days opportunity to cure, either party shall fail to fulfill in a timely and proper manner that party's obligations under this Agreement or otherwise breach this Agreement, the non-defaulting party may, in addition to any other remedies it may have, terminate this Agreement by giving fifteen (15) days written notice to the defaulting party in the manner set forth in Section 11 (Notices).

8. **Termination for the Convenience of a Party.** This Agreement may be terminated by either party for any reason and at any time by giving no less than thirty days written notice of such termination to the other party and specifying the effective date thereof; provided, however, that no such termination may be effected unless a reasonable opportunity for consultation is provided prior to the effective date of the termination.

9. **Disposition of and Payment for Work upon Termination.** In the event of termination for cause under Paragraph 7 or termination for the convenience of a party under Paragraph 8, copies of all finished or unfinished documents and other materials, if any, at the option of the RIO VISTA, shall be delivered to the RIO VISTA and the STA shall be entitled to receive compensation for any satisfactory work completed prior to receipt of the notice of termination; except that neither party shall be relieved of liability for damages sustained by the other by virtue of any breach of the Agreement whether or not the Agreement was terminated for convenience or cause.

10. **No Waiver.** The waiver by either party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

11. **Notices.** All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that either party desires to give the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

STA
Daryl Halls
Executive Director
One Harbor Center, Suite130
Suisun City, CA 94585

RIO VISTA
Brad Baxter
Rio Vista City Manager
One Main Street
Rio Vista, CA 94533

12. **Subcontracts.** STA is hereby given the authority to contract for any and all of the tasks necessary to create the Study.

13. **Amendment/Modification.** Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of both parties.

14. **Interpretation.** The headings used herein are for reference. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

15. **Severability.** If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

16. **Local Law Compliance.** STA shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes.

17. **Non-Discrimination Clause.**

(a) During the performance of this Agreement, STA and its subcontractors shall not deny the benefits thereof to any person on the basis of religion, color, ethnic group identification, sex, sexual orientation, age, physical or mental disability, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

(b) STA shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

18. **Access to Records/Retention.** RIO VISTA, any federal or state grantor agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of

any of the above, shall have access to any books, documents, papers and records of the STA which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, STA shall maintain all required records for three years after RIO VISTA makes final payment for any other work authorized hereunder and all pending matters are closed, whichever is later.

19. **Attorney's Fees/Audit Expense.** In the event that either party commences legal action of any kind or character to either enforce the provisions of this Agreement or to obtain damages for breach thereof, the prevailing party in such litigation shall be entitled to all costs and reasonable attorney's fees incurred in connection with such action. Any required audits shall be at the expense of the RIO VISTA.

20. **Conflict of Interest.** STA hereby covenants that it presently has no interest not disclosed to RIO VISTA and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its services obligation hereunder, except as such as RIO VISTA may consent to in writing prior to the acquisition by STA of such conflict.

21. **Entirety of Contract.** This Agreement constitutes the entire agreement between the parties relating to the subject of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the parties with respect to the subject matter hereof.

IN WITNESS WHEREOF, this Agreement was executed by the parties hereto as of the date first above written.

CITY OF RIO VISTA,
A municipal corporation

SOLANO TRANSPORTATION
AUTHORITY

By: _____
Brad Baxter, City Manager

By: _____
Daryl Halls, Executive Director

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Ethan Walsh, RIO VISTA City Attorney

By: _____
Charles Lamoree, STA Legal Counsel

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DATE: April 28, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Adjustments to the 2006 State Transportation Improvement Program (STIP)

Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program. STIP funding is split 25% to the Interregional Transportation Improvement Program (ITIP) with projects nominated by Caltrans, and 75% to the Regional Transportation Improvement Program (RTIP), decided by regional agencies. The STIP cycle is programmed every two years and covers a five-year period.

On December 14, 2005 the STA Board approved the distribution of \$14.951M in new STIP programming capacity for FY 2009-10 and FY 2010-11. The distribution is as follows:

Vallejo Station	\$ 5.000M
I-80 HOV Lane project	\$ 5.000M
Jepson Parkway	\$ 3.723M
Vacaville I-80/I-505 Weave Correction	\$ 1.000M
<u>Planning, Programming and Monitoring (PPM)</u>	<u>\$ 0.228M</u>
Total	\$14.951M

Additionally, the STA Board approved an agreement between the STA and Capitol Corridor to swap \$4.2M of Solano County STIP funds for approximately \$5M in RM2 funds. In return, Solano County would receive approximately \$5M in RM2 funds as well as an agreement from Capitol Corridor to receive rail service for the Fairfield/Vacaville Rail Station on the year of its completion. STIP funds from the Fairfield/Vacaville Rail Station, the Benicia Intermodal, and the Bahia Viaduct were swapped for RM2 funds. The swap also resulted in freeing up \$543K in STIP, which was programmed to the Dixon Intermodal Station project.

Discussion:

On March 28, 2006 the Metropolitan Transportation Commission (MTC) issued a memo regarding the 2006 STIP (Attachment A). According to the MTC, the 2006 STIP fund estimate originally had \$150 million of new capacity for the region which was comprised of approximately 75% Public Transportation Account (PTA) and 25% for Transportation Investment Fund (for highway/road projects). CTC recently informed MTC that the new programming capacity for highways/roads projects is actually closer to 17% of the new capacity. As a result, roughly \$100 million of regional highway/local roads programming is proposed to be removed. Specifically for Solano County it included the removal of \$6M, for two projects:

I-80 HOV Lane project	\$ 5.000M
Vacaville I-80/I-505 Weave Correction	\$ 1.000M

According to CTC, there are additional Public Transportation Account (PTA) funds available. In order to qualify for PTA, the projects must be transit related. STA is proposing to submit two projects for a total of \$6M Solano County. However, due to the yearly funding dependency of the legislature to allocate these funds, PTA funds are not guaranteed to be allocation in the year they are programmed. The two projects that are proposed to be submitted are:

Vallejo Ferry Terminal, Parking	\$ 4.000M
Capital Corridor Rail Station, Fairfield	\$ 2.000M

On April 12, 2006, MTC issued a memo regarding their response to CTC with regard to the funding shortfall. The memo is provided in Attachment C. This memo provides an update to this issue and also reflects Solano County's request to submit the two PTA eligible projects.

On April 24, 2006 the CTC did adopt the 2006 STIP without the I-80 HOV Lane project - \$5.0M nor the Vacaville I-80/I-505 Weave Correction - \$1.0M. According to MTC, it is expected to that in June 2006 CTC will issue guidelines on the programming of these PTA funds with programming to occur in October 2006. This will provide STA with the opportunity to submit the two PTA eligible projects.

On April 26, 2006 the STA Technical Advisory Committee (TAC) approved the proposed STIP re-programming.

Recommendation:

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

Attachments:

- A. MTC Memo Dated March 28, 2006
- B. CTC Staff Recommendations for 2006 STIP
- C. MTC Memo dated April 12, 2006



Memorandum

TO: CMA Directors

DATE: March 28, 2006

FR: Alix Bockelman

RE: MTC's 2006 RTIP Proposal

CTC staff will release the 2006 STIP staff recommendations sometime next week. David Brewer has indicated that the recommendation will include the deletion of significant highway/local roads programming proposed in the RTIP proposals. Roughly \$100 million, in highway/local roads programming in MTC's proposal will be removed.

I have provided a summary of the situation below. As a starting point to address the deprogramming, MTC staff has developed four alternatives. In order to have input into the CTC staff recommendation, MTC must submit comments by this Friday, March 31, 2006.

MTC requests that the CMA directors make time available at your meeting this Friday to determine a plan of action. Feel free to contact me at 510.817.5850.

Background on the 2006 STIP Development

The 2006 STIP Fund Estimate included existing programming from the 2004 STIP and new capacity targets by county. The new capacity, approximately \$150 million in the MTC region, was estimated at 75% Public Transportation Account (for public transportation projects) and 25% Transportation Investment Fund (for highway/roads projects). In the CTC programming instructions, the regions were allowed to program new capacity for PTA-eligible projects in any year and highway/roads projects in the final year of the 2006 STIP. MTC and the CMAs developed an RTIP proposal that abided by the Fund Estimate targets and PTA/highway split as originally instructed – as reflected in the chart below.

2006 MTC RTIP

(\$1,000s)

	2004 Carryover	2004 Carryover % of Total	2004 % of New Programming*	2006 % of New Programming	2006 RTIP Submittal	% of 2006 RTIP Submittal
Highway	331,466	75%	127,231	77%	429,648	74%
PTA	113,274	25%	38,387	23%	151,661	26%
TOTAL	444,740		165,618		581,309	

* New programming includes cost increases, supplemental funds counted against Marin and Sonoma, and technical changes

CTC staff has now informed RTPAs that new programming capacity for highway/roads projects is even less than originally anticipated, closer to 17% of the total new capacity. In order to adjust the region's highway/roads programming within the new capacity, CTC staff will remove between \$90 and \$110 million. Below are several alternatives to rapidly address this situation.

Alternative #1 – Do not modify proposal

Send a letter to the CTC reaffirming our original proposal – stating MTC has abided by the original Fund Estimate targets, continues to subsidize the state with local funding, and urges the CTC to program new capacity highway projects in the final year of the 2006 STIP. Mention that both CMAs and MTC have gone through extensive public input and RTIP development processes that are essential to the RTIP process.

Risk: David Brewer has said that the staff recommendation will remove roughly \$100 million whether we provide input or not. The CTC staff recommendation would likely remove the following highway/roads programming: new projects, new project phases, AB3090 replacements, non-fully funded phases, additional projects as needed to reach roughly \$100 million. Based on an initial conversation with David Brewer, his deleted project list could include:

- \$34 M – Caldecott
- \$9 M – I-580 Segment 2
- \$15 M – SR 4 Widening
- \$3 M – AB 3090 Doyle Drive
- \$1.7 M – Santa Clara AB 3090
- \$13.9 M – New San Mateo projects
- \$5 M – Solano Local Roads North of I-80
- \$1 M – Vacaville I-80/505 Weave Correction Study

Alternative #2 – County by county percentage based programming

Each county must meet not exceed 17% of new programming for highway/roads projects.

Risk: Although spreading the pain evenly, this approach may not provide flexibility to address project readiness, political realities, and maximizing future STIP allocations in the region.

Alternative #3 – Provide CTC staff with recommendations based on local/regional priorities

Similar to past exercises, CMAs identify roughly \$100 million in highway/roads programming that could be deleted from STIP, taking into consideration local/regional priorities, project schedules, and alternative funding plans. This information would be submitted to CTC staff on Friday, March 31, 2006, as comments before the CTC staff recommendation is released.

Risk: Identifying specific projects for removal without CMA/MTC Board approval, additional public input, and analysis may expose CMA/MTC to additional risk. This could also be premature and allow other regions, that have clearly exceeded their targets, to benefit.

Adding additional PTA-eligible projects

CTC staff was open to adding additional PTA-eligible project after the staff recommendation is released or as an amendment to the adopted 2006 STIP (scheduled for CTC adoption on April 26). If highway/roads funding is essentially not an option with new capacity, we may want to further investigate swap possibilities to maximize STIP allocations during the 2006 cycle.

If we choose this option, MTC staff would bring proposed changes to its Programming and Allocations Committee on April 12 to make the CTC April 26 STIP adoption. If this timeframe is too ambitious, swaps could still be pursued using STIP amendments, though PTA funding is limited.

MTC is seeking input from the CMAs to provide a regional response to CTC staff by the end of business this Friday.

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STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER
 GOVERNOR



SENATOR ALAN LOWENTHAL, Ex Officio
 ASSEMBLY MEMBER JENNY OROPEZA, Ex Officio

JOHN F. BARNA JR., Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
 P. O. BOX 942873
 SACRAMENTO, 94273-0001
 FAX (916) 653-2134
 (916) 654-4245
<http://www.catc.ca.gov>

April 7, 2006

To: Chairman and Members, California Transportation Commission
 California Department of Transportation
 Regional Transportation Planning Agencies
 County Transportation Commissions

2006 STIP Staff Recommendations

Enclosed are the California Transportation Commission staff recommendations for the 2006 State Transportation Improvement Program (STIP). State law requires that the Executive Director of the Commission make the staff recommendations available to the Commission, the Department of Transportation (Caltrans), and regional agencies at least 20 days prior to the adoption of a new STIP. The Commission is scheduled to receive comments on these recommendations and to adopt the STIP at its April 26-27 meeting in Fresno.

The 2006 STIP will add two new programming years, 2009-10 and 2010-11, with over \$1.9 billion in new capacity. This STIP differs from prior STIPs in that it requires the programming of projects in three distinct categories, reflecting the restrictions on two of its major funding sources. The new capacity includes about \$455 million for highway projects, \$1.355 billion for rail and transit projects, and \$116 million for transportation enhancement (TE) projects. The most serious challenge facing the Commission is that project nominations from Caltrans and regional agencies far exceeded the available capacity for highway projects.

These recommendations identify specific projects and project components to be programmed for each year of the STIP. The recommendations conform to the yearly STIP capacity identified for each of the three funding categories in the fund estimate the Commission adopted in September 2005. The recommendations are based primarily on the targets identified in the fund estimate and on the priorities and scheduling recommended by regional agencies in their regional transportation improvement programs and by Caltrans in its interregional transportation improvement program.

The staff will present and update its recommendations of the first day of the Commission meeting, April 26. The adoption is scheduled for April 27.

Sincerely,

JOHN BARNA
 Executive Director

Enclosure

2006 STIP STAFF RECOMMENDATIONS

California Transportation Commission

April 7, 2006

This document presents the recommendations of the staff of the California Transportation Commission (Commission) for the 2006 State Transportation Improvement Program (STIP). State law requires that the Executive Director of the Commission make these recommendations available to the Commission, the Department of Transportation (Caltrans), and the transportation planning agencies and county transportation commissions at least 20 days prior to the Commission's adoption of the STIP. The Commission is scheduled to receive comments on these recommendations and to adopt the STIP at its April 26-27, 2006 meeting in Fresno.

The STIP is updated biennially, with each new STIP adding two new years to prior programming commitments. The 2006 STIP will cover the five-year period through 2010-11. This STIP differs from prior STIPs in that it will require programming projects in three distinct categories, reflecting the restrictions on two of the STIP's funding sources. In accordance with the fund estimate adopted by the Commission in September 2005, the 2006 STIP will include:

- Up to \$3.822 billion in highway and road programming, including \$3.367 billion carried forward from the 2004 STIP and \$455 million in new capacity. These amounts are to be funded primarily from Proposition 42 Transportation Investment Fund transfers and the repayment of prior Proposition 42 suspensions.
- Up to \$1.739 billion in rail and transit programming to be funded from the Public Transportation Account (PTA), including \$384 million carried forward from the 2004 STIP and \$1.355 billion in new capacity.
- Up to \$349 million for Transportation Enhancement (TE) programming to be funded from federal TE funds, including \$233 million carried forward from the 2004 STIP and \$116 million in new capacity.

These figures do not include the amounts programmed for projects in 2005-06 and earlier, some of which may be allocated in 2006-07. As of April 1, 2006, those amounts included \$314 million programmed for Caltrans construction (including construction support) and \$305 million for local agency projects in 2005-06 that had not yet been allocated.

The Commission's adopted STIP may include only projects that have been nominated by a regional agency in its regional transportation improvement program (RTIP) or by Caltrans in its interregional transportation improvement program (ITIP). Together, the RTIPs and the ITIP included nominations for:

- \$4.59 billion in highway and road programming, a proposed net increase of \$1.23 billion,
- \$1.009 billion in rail and transit programming, a proposed net increase of \$625 million, and
- \$351 for TE programming, a proposed net increase of \$118 million.

For highway and TE programming, project proposals were also front-loaded on a statewide basis. For highway programming, the amount proposed for the first two years of the STIP

exceeded capacity by over \$660 million. For TE, proposals exceeded capacity for the first two years by \$35 million.

These staff recommendations identify specific projects and project components to be programmed for each year of the 2006 STIP. The recommendations include:

- \$3.82 billion in highway and road programming, including added costs for escalation for Caltrans projects where appropriate, for a net increase of \$452 million. Another \$780 million in project proposals are not included in the recommendations.
- \$1.009 billion in rail and transit projects, including all \$625 million in proposed new projects eligible for funding from the Public Transportation Account. Another \$730 million in fund estimate capacity would remain unprogrammed and available for future STIP amendments.
- \$344.5 million in TE projects, including regional TE reserves. Another \$8.7 million in project proposals are not included in the recommendations.

The recommendations are based primarily on:

- the yearly program capacity identified in the fund estimate adopted by the Commission in September 2005;
- the annual programming targets identified for highway and TE programming in the fund estimate for each county and for the interregional program;
- project priorities and scheduling recommended by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its interregional transportation improvement program (ITIP);
- the delivery status and deliverability of individual projects; and
- Commission policies as expressed in the STIP guidelines.

FUND ESTIMATE AND GUIDELINES FOR THE 2006 STIP

The development of the 2006 State Transportation Improvement Program (STIP) began with the Commission's adoption of the 2006 STIP fund estimate, together with the adoption of amendments to the STIP guidelines, on September 29, 2005. According to the fund estimate, revenues to the State Highway Account are no longer sufficient to provide any funding at all for the STIP. All State Highway Account revenues are now needed to cover State maintenance and operating costs and the capital costs of the State Highway Operation and Protection Program (SHOPP). For years, those costs have been rising steadily while State Highway Account revenues have remained essentially flat.

With the exception of the small Transportation Enhancement (TE) program, the STIP is now entirely dependent on revenues that are subject to annual decisions made through the state budget process. Those revenues include Proposition 42 transfers, the repayment of prior Proposition 42 suspensions, annual "spillover" revenues to the Public Transportation Account, and tribal gaming bond revenues designated to repay prior loans to the General Fund. All of these revenues are provided for under state law, but none can be regarded as reliable and all are at risk.

When Caltrans presented the draft fund estimate in July, the Commission agreed that the adoption of the fund estimate, ordinarily scheduled for August, should be delayed until the Commission's September meeting to allow Caltrans to take into account final action on the schedule of state funding for the Toll Bridge Seismic Retrofit Program mandated by AB 144 (2005) and to take into account final action on the new federal reauthorization act (SAFETEA-LU). State law permits the Commission to postpone the adoption of the fund estimate if it finds that legislation pending before the Legislature or the Congress may have a significant impact on the fund estimate. In that case, the Commission is mandated to extend the dates for the remainder of the STIP development process.

STIP proposals were made through the RTIPs and the ITIP, which were due to the Commission by January 30, 2006. The Commission subsequently held two public hearings on those recommendations, one on March 9 in Los Angeles and the other on March 15 in Sacramento.

2006 Fund Estimate

On September 29, 2005, the Commission adopted the 2006 STIP fund estimate, including estimates of STIP shares and programming targets for each county and the STIP interregional program. The fund estimate covers the five-year period of the 2006 STIP, 2006-07 through 2010-11, and estimates total statewide new programming capacity of \$1.926 billion. That new capacity includes \$116 million in federal Transportation Enhancement (TE) funds, \$1.355 billion from the state Public Transportation Account (available only for public transit projects), and just \$455 million from sources available for highway and road projects, including the TIF, TDIF, and State Highway Account funds scheduled for repayment by tribal gaming bonds. In addition, the programming of the 2006 STIP will consist of reprogramming and rescheduling \$3.984 billion in projects carried forward from the 2004 STIP, and the fund estimate provided annual targets for this rescheduling.

In addition, the 2006 STIP will include prior STIP cash commitments that are not subject to rescheduling: \$353 million over the five-year STIP period for the payment of GARVEE bond debt service and \$371 million for scheduled AB 3090 cash reimbursements.

The following table summarizes the new and reprogrammed capacity for the 2006 STIP by fund source and purpose, excluding the \$353 million for GARVEE debt service:

SUMMARY OF 2006 STIP CAPACITY
(\$ in millions)

	Reprogram Capacity	New Capacity	Total
Federal Enhancement (TE)	\$ 233	\$ 116	\$ 349
Public Transportation Account (PTA)	384	1,355	1,739
Highway/roads (TIF, TDIF, SHA)	3,367	455	3,822
Total	\$3,984	\$1,926	\$5,910

The following table is a breakdown of the \$5.910 billion total STIP capacity by fiscal year:

SUMMARY OF 2006 STIP NEW CAPACITY BY YEAR
(\$ in millions)

	2006-07	2007-08	2008-09	2009-10	2010-11	Total
Enhancement (TE)	\$ 67	\$ 70	\$ 71	\$ 70	\$ 71	\$ 349
Transit (PTA)	503	317	324	310	285	1,739
Roads (TIF, TDIF, SHA)	546	905	1,000	670	701	3,822
Total	\$1,116	\$1,292	\$1,395	\$1,050	\$1,057	\$5,910

For comparison, the following table identifies where the \$3.984 billion to be reprogrammed is now programmed:

SUMMARY OF 2004 STIP PROJECTS TO BE REPROGRAMMED
(\$ in millions)

	2006-07	2007-08	2008-09	2009-10	2010-11	Total
Enhancement (TE)	\$ 89	\$ 79	\$ 65	\$ 0	\$ 0	\$ 233
Transit (PTA)	64	172	148	0	0	384
Roads (TIF, TDIF, SHA)	1,134	1,064	1,169	0	0	3,367
Total	\$1,287	\$1,315	\$1,382	\$ 0	\$ 0	\$3,984

None of these tables includes project amounts now programmed for 2005-06, and the fund estimate assumed that they were funded. As of April 1, 2006, that amount included \$314 million programmed for Caltrans construction (including construction support) that had not yet been allocated and \$305 million programmed for local agency projects that had not yet been allocated. Whatever the amount, the funding needed to cover remaining projects programmed for 2005-06 will be carried forward to the 2006 STIP with funding that is in addition to the above amounts.

The fund estimate also identified annual targets for each county and for the interregional share to guide development of the RTIPs and ITIP. Although the adopted STIP is required to conform to the year-by-year estimate for the whole STIP, the amount programmed in each year for any particular county may vary from the target, depending on the costs, priorities, and deliverability of individual projects.

Under State law, the STIP consists of two broad programs, the regional program funded with 75% of STIP funding and the interregional program funded from 25%. The 75% regional program is further subdivided by formula into county shares. The county and interregional shares are calculated by discrete four-year periods (ending in 2003-04, 2007-08, 2011-12, etc.), with a surplus or deficit in one period carrying forward to the next. County shares are available solely for projects nominated in the RTIPs. The Caltrans ITIP may nominate projects only for the interregional program. Where Caltrans and a regional agency agree, a project may be jointly funded from a county share and from the interregional share.

The 2006 STIP will program the last two years of one four-year county share period (2006-07 and 2007-08) and the first three years of the next four-year period (2008-09 through 2010-11). In the 2006 fund estimate, the calculation of county shares used the 2004 fund estimate for the share period ending 2007-08 as a base, notwithstanding the funding reductions that had occurred since the 2004 fund estimate. County shares for the period beginning 2008-09 were recalculated, with the shortage of funds available through 2007-08 to be treated as a debit to the new share.

The calculation of the annual reprogramming targets for the 2006 fund estimate took county and interregional share status into account. To provide for equity in reprogramming that recognizes county shares by period, the non-TE targets were calculated in three parts: (1) a respread of funding that fits within the shares for the period ending 2007-08, (2) a respread of the additional funding that fits within the current shares, which are the shares calculated in the 2004 fund estimate, and (3) a respread of funding that represents advances against future shares. The first part was respread first, to the 2006 STIP's earliest years. The second part was respread next, then the third. Thus 2004 STIP funding that represented advances was respread to later years of the 2006 STIP.

For TE programming, separate targets were established. These were based first on 2004 STIP TE programming levels, respread in the new STIP's early years according to statewide programming capacity. Targets for new TE programming were based on share formula proportions of the estimated statewide apportionment of federal TE funding, spread over the last two years.

Some programming carried forward from the 2004 STIP was not subject to reprogramming and was thus not counted in the calculation of reprogramming targets. These included:

- Projects already allocated or programmed for allocation in 2005-06.
- Programmed AB 3090 cash reimbursements.
- GARVEE bond debt service.
- Caltrans environmental, design, and right-of-way work programmed for 2005-06 or prior years.

Policies Specific to the 2006 STIP

Commission amendments to the STIP guidelines adopted in conjunction with the fund estimate identified the following policies and expectations with regard to the 2006 STIP:

- New projects. Generally new project or project components added to the STIP that are not eligible for PTA or TE funding will be programmed for 2010-11. Exceptions may be made if the new project is programmed with reprogramming

targets in trade for projects currently programmed. Consistent with statute, the Commission will give preference in the programming of new projects or components to projects in counties with an unprogrammed share balance for the period ending 2007-08. Those counties are Butte, Colusa, Humboldt, Imperial, Lake, Madera, Merced, Modoc, Napa, Orange, Plumas, Riverside, Santa Barbara, Sierra, Stanislaus, Tahoe RPA, and Yolo.

- Commission expectations for programming. In the 2006 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2004 STIP. To the extent that new capacity is available, the Commission expects to give priority to:
 1. Cost increases to provide full funding for currently programmed project components due to escalation (reprogramming delay) and due to the rising cost of construction materials, consistent with programming capacity and the share targets identified in the fund estimate.
 2. New project components within unprogrammed county share balances identified for the share period ending 2007-08. These projects may be programmed in any fiscal year, consistent with programming capacity and the share targets identified in the fund estimate.
- Escalation. Each RTIP and the ITIP should be based on project costs escalated to the year for which each project is proposed for programming, as specified in the STIP guidelines. This applies to all projects being reprogrammed, as well as to any new projects.
- Performance Measures. Section 19 of the 2006 STIP Guidelines, "Criteria for Measuring Performance and Cost-Effectiveness", states, "Each RTIP and the ITIP submitted to the Commission will be accompanied by a report on its performance and cost-effectiveness." For the 2006 STIP, the regions and Caltrans had the option of providing quantitative or qualitative performance evaluations. In many instances regions provided both. The Caltrans ITIP and the RTIPs for 38 counties complied with Section 19 guidelines. Twenty-one regional agencies did not comply with the Section 19 guidelines, 15 of which included programming new projects in their RTIP submittals. While regions varied in whether they submitted quantitative or qualitative performance evaluations, the regions represented all areas of the state and varied in the size of their programming targets.

The inclusion of specific performance measures in the 2006 STIP cycle is to provide regional agencies and Caltrans the opportunity to demonstrate how the goals and objectives contained in each Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP) are linked to the program of projects contained in each RTIP and the ITIP. With this in mind, each agency and Caltrans is being asked to provide a quantitative and/or qualitative evaluation of their respective RTIPs and the ITIP, commenting on each of the performance indicators and performance measures outlined in the guidelines. A table of performance indicators and measures was attached to the policies and procedures to assist agencies with this task, and it may be used as the evaluation report for the 2006 STIP cycle.

The overarching goal for using performance measures in the 2006 STIP cycle is to begin a systematic and reliable process that all agencies can use to guide transportation investment decisions and to demonstrate the benefits of proposed transportation system investments. The information gathered in this STIP cycle will not only provide information on how performance measures are currently applied and reported across the state, but will also provide insight into improving performance measures, data collection and performance reporting procedures and integrating the results to enhance decision making. The information collected may also guide future revisions to the STIP, Regional Transportation Plan (RTP) and Project Study Report (PSR) guidelines with the objective of strengthening the continuity and consistency from goal and objective setting to project selection and performance reporting.

STIP Revenue Sources:

The STIP revenues identified in the fund estimate come from the following sources:

SUMMARY OF 2006 STIP REVENUE SOURCES
(\$ in millions)

Account	Amount	Percent
State Highway Account	\$ 209	3.5%
Transportation Investment Fund (TIF)	3,530	59.9%
Transportation Deferred Investment Fund (TDIF)	417	7.1%
Public Transportation Account (PTA)	1,739	29.5%
Total	\$5,895	100.0%

These amounts differ somewhat from those in the earlier tables because they exclude Transportation Enhancement funds, which are federal funds dedicated to that purpose alone, and because they include funds needed to cover the shortage for 2005-06. The SHA funds are derived entirely from loan repayments now scheduled from the sale of tribal gaming bonds.

- The **State Highway Account (SHA)** is the sole source of revenue for the SHOPP and until recently was the principal source of revenue for the STIP. It includes revenues from state fuel taxes and weight fees and those federal transportation revenues that are apportioned directly to the state. State fuel taxes and weight fees are restricted by Article XIX of the California Constitution to projects on streets and highways and public mass transit guideway fixed facilities. Federal transportation apportionments are not restricted by Article XIX but are subject to various provisions of Federal law. Unlike state Article XIX revenues, they may be used for transit rolling stock. However, they may not be used for intercity rail projects, and matching funds must come from non-federal revenues that are not bound by Article XIX.
- The **Transportation Investment Fund (TIF)** was first established by the Traffic Congestion Relief Act of 2000 to receive revenues from the state sales tax on gasoline from 2001-02 through 2005-06. Specific dollar amounts were to be transferred from the TIF to the Traffic Congestion Relief Fund (TCRF) to fund specific projects identified in the Traffic Congestion Relief Program (TCRP) also created under Act, with the remaining TIF balance to be distributed, 20% to the Public Transportation Account (PTA), 40% for the STIP, and 40% for subventions to cities and counties for local street and road rehabilitation work.

The Transportation Refinancing Plan in AB 438 (2001), a trailer bill to the 2001-02 Budget, delayed the start of the transfers to 2003-04 and extended them to 2007-08. For 2001-02 and 2002-03, the SHA replaced the 40% for local subventions and additional transfers from the SHA to the TCRF were authorized as short-term loans so that TCRP projects could continue. For 2006-07 and 2007-08, the transfer to the STIP was increased from 40% to 80% and the local road subvention was eliminated; this was repayment for the SHA covering the subventions in 2001-02 and 2002-03 (\$154 million in 2001-02 and \$200 million in 2002-03).

Proposition 42, a legislative constitutional amendment approved by the voters in March 2002, eliminated the June 2008 sunset date for the TIF and permanently dedicated the revenue to the purposes identified in statute. The existing statutory program, including the TCRP, was continued through 2007-08. Then beginning with 2008-09, no further funding is to be transferred to the TCRF, and all TIF revenues are to be divided by formula, with 40% for subventions to cities and counties for road maintenance and repairs, 40% for the STIP, and 20% for transfer to the PTA. With half of the PTA augmenting the STIP, one-half of all TIF revenues would accrue to the STIP.

Proposition 42 also permitted the suspension of annual transfers to the TIF. To suspend or reduce the transfers in any fiscal year requires a finding by the Governor and the enactment of a bill passed by a two-thirds vote of both houses of the Legislature. Since the annual budget also requires the approval of the Governor and a two-thirds vote of both houses, the decision to approve or suspend the TIF transfer, in whole or in part, has come to be regarded as a regular part of the General Fund budget process. Proposition 42 also permits the Legislature to enact a statute passed by a two-thirds vote of both houses to change the percentages allotted to each purpose (local subventions, STIP, and PTA). However, no statute may redirect TIF revenues to any other purpose, including the TCRP.

STIP revenues from the TIF are available for any STIP purpose, including those that are not eligible for either federal Highway Trust Fund revenues or state revenues restricted by Article XIX.

- The **Transportation Deferred Investment Fund (TDIF)** was first created by AB 1751 (2003) to provide a conduit for deferred payments from the General Fund for the purposes of the Transportation Investment Fund. In AB 1751, the Legislature committed to make payments to the TDIF in 2008-09 to replace the 2003-04 TIF transfer that was suspended (\$856 million), plus interest. In SB 1098 (2004), the Legislature committed to make payments to the TDIF in 2007-08 to replace the 2004-05 TIF transfer that was suspended (\$1.259 billion), plus interest. Amounts transferred to the TDIF are to be distributed between the TCRP, the STIP, PTA, and local subventions according to the schedule for the TIF transfers they replace.
- The **Public Transportation Account (PTA)** was designated by Proposition 116 in 1990 as a trust fund available only for planning and mass transportation purposes. Under the terms of Proposition 116, the Legislature may use PTA funds only for purposes that further this intent. That has not, however, precluded the diversion of revenues before they reach the PTA. Under statute, the PTA receives revenue from four primary sources: (1) the "spillover" transfer described above; (2) the sales tax on diesel fuel, (3) the additional sales tax attributable to the gasoline tax increase approved by

voters in 1990, and (4) the transfer from the TIF and TDIF described above. The STIP receives the portion of PTA revenue that remains after the funding of various non-STIP appropriations, including the formula-based State Transit Assistance program, state rail operations and planning. STIP revenues from the PTA may be used only for mass transportation capital projects, including vehicles and including intercity rail projects and short line railroad rehabilitation.

Fund Estimate Assumptions:

Available programming capacity is determined in the fund estimate by estimating available revenues and deducting current commitments against those revenues. The methodology and assumptions used in the 2006 STIP fund estimate were initially reviewed in April 2005 and approved by the Commission in May. After Caltrans presented its draft fund estimate in July and before the adoption in September, the assumptions were updated to take into account the Commission's approval of a schedule of transfers to the Toll Bridge Seismic Retrofit Program under AB 144 (2005) and to take into account the passage of the federal transportation reauthorization act (SAFETEA-LU).

"Programming capacity" does not represent cash. It represents the level of programming commitments that the Commission may make to projects for each year within the STIP period. For example, cash will be required in one year to meet commitments made in a prior year, and a commitment made this year may require the cash over a period of years. The fund estimate methodology uses a "cash flow allocation basis," which schedules funding capacity based upon cash flow requirements and reflects the method used to manage the allocation of capital projects.

The fund estimate was developed on the basis of existing statute, including the 2005-06 budget and AB 144 (2005), and the new federal reauthorization act. The fund estimate assumed that all annual Proposition 42 TIF transfers will be made as prescribed in statute, that the TDIF transfers will be made as prescribed in statute, that all PTA spillover transfers will be made as prescribed in statute, and that tribal gaming bond revenues will be available as prescribed in statute and the 2005-06 budget. Otherwise, the fund estimate assumed generally that future revenue from current sources will follow current trends and that commitments for state operations will be consistent with the current budget and trends.

STIP PROPOSALS

The Commission may include in the STIP only projects that have been nominated by a regional agency in its regional transportation improvement program (RTIP) or by Caltrans in its interregional transportation improvement program (ITIP). For the 2006 STIP, those RTIPs and the ITIP were due to the Commission by January 30, 2006. RTIPs were received for every county except Mariposa.

The ITIP and the RTIPs received generally were consistent with the Commission's guidelines and the targets established in the fund estimate. However, the funding restrictions governing the STIP are inconsistent with the STIP needs that were identified.

The greatest difficulty facing the Commission in the development and adoption of the 2006 STIP is that the level of highway and road projects proposed far exceeds our restricted funding capacity. Against the new capacity of \$455 million identified in the fund estimate, the Commission received proposals for \$1.23 billion, including cost increases and new projects. On the rail and transit side, the Commission received proposals for \$625 million against the \$1.355 billion in new capacity. For the Transportation Enhancement (TE), the proposals were a much closer match, \$120 million in proposals against \$116 million in capacity.

This disparity between proposals and funding does not mean that regional agencies or Caltrans did anything wrong in preparing their proposals. They did as the Commission asked. They identified highway and transit proposals without constraint within overall targets. It does mean that STIP funding restrictions do not match the needs being identified. As a practical matter, it means that the Commission's adoption must leave about \$780 million in highway proposals out of the STIP while \$730 million in rail and transit capacity will remain unprogrammed, subject to future STIP amendments.

In any case, it remains to be seen whether the estimated revenues on which the STIP is based will actually be provided, suspended, delayed, or augmented.

RECOMMENDED STIP ACTIONS

Staff recommends the adoption of the 2006 STIP to include the specific projects and schedules as shown in the spreadsheets at the end of this document and as further described in the following narrative. These recommendations identify specific project components and costs to be programmed for each year of the 2006 STIP. The recommendations are based primarily on:

- the yearly program capacity identified in the adopted STIP fund estimate for each of the three STIP funding categories: (1) highways and roads, (2) rail and transit, and (3) transportation enhancements;
- the annual highways and roads reprogramming targets identified in the fund estimate for each county and for the interregional program;
- the annual transportation enhancement targets identified in the fund estimate for each county and for the interregional program;
- project priorities and scheduling recommended by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its interregional transportation improvement program (ITIP);
- the delivery status and deliverability of individual projects; and
- Commission policies as expressed in the STIP guidelines.

Highway and Road Projects

The staff recommendation includes \$3.82 billion in highway and road projects for the STIP period, including all STIP projects not eligible for either PTA or TE funding. This would program up to the full fund estimate capacity. This figure does not include remaining projects from 2005-06 or prior commitments for GARVEE debt service or AB 3090 cash reimbursements.

With about \$1.22 billion in new project proposals, this meant holding new highway and road programming in most counties to less than 20% of the fund estimate target for highways and transit combined. For 16 counties, another factor was programming to the minimum needed to meet the prior county share, as identified in the fund estimate.

As specified in the Commission's guidance, the staff recommendation generally gives first priority to projects carried forward from the 2004 STIP, including cost increases for those projects, provided that this is consistent with available capacity and the fund estimate targets. In a few counties, the staff recommendation would delete projects from the 2004 STIP project in order to accommodate cost increases on other projects.

The staff recommendation does include some new projects and project components, either where the minimum needed to meet the prior county share required it or where the region or Caltrans proposed project deletions to create capacity for it. The staff recommendations for deleting projects from the prior STIP and the programming of new projects follow regional priorities where they were known and where capacity allowed.

The recommendation excludes \$780 million in project proposals. Of the amount excluded, \$592 million was for new projects or project components, \$160 million represents the

deletion of projects from the 2004 STIP or the exclusion of proposed cost increases for prior projects, and \$28 million is for the deletion of AB 3090 replacement project reserves that were not designated for a specific project in the 2006 RTIPs.

The staff recommendation also includes the respreading of highway projects across fiscal years to match statewide highway capacity for each year.

Rail and Transit Projects

The staff recommendation includes all projects proposed in the ITIP or an RTIP that are eligible for Public Transportation Account funding, a total of \$1.009 billion, including both new projects and projects carried forward from the 2004 STIP. This leaves \$730 million in fund estimate capacity yet unprogrammed, mostly in the final two years of the STIP. Given the STIP capacity and the levels proposed in the RTIPs and ITIP, no rail or transit project need be delayed from the year for which it was proposed. Among the major new projects that would be added to the STIP are:

- Los Angeles, Exposition light rail corridor, \$315 million, 2007-08.
- Orange, bus rapid transit equipment and infrastructure, \$125 million, 2008-09.
- Sacramento, replace buses, \$38.5 million, 2006-07.
- Riverside, Perris Valley commuter rail, \$30 million, 2008-09.
- Orange, Irvine transportation center parking expansion, \$20 million, 2006-07.

The following table displays the proposed programming against capacity:

Public Transportation Account (PTA) Programming and Capacity
(\$ millions)

	Total	2006-07	2007-08	2008-09	2009-10	2010-11
Capacity	\$1,739	504	320	320	310	285
Projects Proposed	1,009	207	542	240	12	7
Balance by Year	730	297	-222	80	298	278
Cumulative Balance			75	155	453	730

Thus \$75 million in capacity remains for the first two years of the 2006 STIP and another \$80 million for 2008-09. These amounts will remain available for programming by STIP amendment.

Transportation Enhancement Projects

The staff recommendation includes \$344.5 million in Transportation Enhancement (TE) projects, about \$4.4 million short of the fund estimate capacity. The total includes \$167.1 million in specific TE projects and another \$177.4 million in undesignated regional TE reserves.

The recommendation excludes three proposed projects. One regional TE project for \$3 million was excluded because it is tied to a non-enhancement project that is excluded from the staff recommendation (the Bradley Overhead in Merced County). One project for \$924 thousand was excluded because it would be eligible and more appropriate for Public Transportation Account funding (the Sacramento State tram project in Sacramento). One interregional TE project for \$4.8 million was excluded because including it would cause the interregional program to exceed the statutory maximum for interregional projects in the urbanized areas of the South county group.

The staff recommendation would reschedule some TE projects and reserves to later fiscal years than proposed in the RTIPs and ITIP. TE projects tied to the implementation of non-TE projects are rescheduled to be consistent with the recommendation for the other project. Other projects and reserves are rescheduled to bring total TE programming within statewide TE capacity. The rescheduling was done using the following general methodology:

- TE reserves were first rescheduled so that the sum of a county's specific projects and TE reserves did not exceed its cumulative target for each year.
- Specific projects were rescheduled from RTIP/ITIP proposals as needed to meet statewide targets. Generally, projects or project components that were new to the STIP were rescheduled before projects carried forward from the 2004 STIP. Where regions had identified other project priorities, these were honored. The MTC counties and SACOG counties were treated as one for this purpose.
- Finally, an additional adjustment was made in the scheduling of TE reserves to bring statewide programming within capacity. This adjustment delayed \$10.6 million in reserves (about 26%) from 2007-08 to 2008-09 and about \$9.0 million (27%) from 2008-09 to 2009-10.

Limitations on Planning, Programming, and Monitoring

Under state programming law, a regional agency may request and receive a portion of its county share for project planning, programming, and monitoring (PPM). For agencies receiving Federal metropolitan planning funds, the limit is 1% of the county share. For all others, it is 5% of the county share. The dollar value of these limits for each county was identified in the adopted fund estimate.

The RTIPs for two counties included proposed PPM programming that exceeded the statutory limits: Shasta and Sierra. For each of these counties, the staff recommendation reduces PPM programming to the statutory limit identified in the fund estimate.

Mariposa County

Mariposa County has not yet submitted an RTIP for 2006. Commission staff recommends that all STIP programming and allocations for Mariposa County beyond 2005-06 be suspended pending the submission of the RTIP by the Mariposa County Local Transportation Commission and subsequent amendment of the STIP by the California Transportation Commission. Current programming for Mariposa County over the three-year period from 2006-07 through 2008-09 is \$3.167 million, which includes \$20,000 for PPM in 2006-07 only. The remainder is for 9 local road rehabilitation projects.

The 2006 STIP fund estimate included a target of \$4 million for Mariposa County, and the prior commitments for the current STIP include funding through right-of-way for a Caltrans project on Route 49 to replace a bridge and realign an intersection with the Old Highway. Caltrans has identified the programming of construction to complete the project as a State highway need within the county, and the failure of the Mariposa County LTC to develop and adopt an RTIP has precluded meeting that need or closing the project.

The new RTIP should specifically address any need to program PPM funding for years beyond 2006-07 and address the need and priority for completing the Route 49 project.

Performance Measures

Section 19 of the 2006 STIP Guidelines, "Criteria for Measuring Performance and Cost-Effectiveness", states, "Each RTIP and the ITIP submitted to the Commission will be accompanied by a report on its performance and cost-effectiveness." For the 2006 STIP, the regions and Caltrans had the option of providing quantitative or qualitative performance evaluations. In many instances regions provided both. While there has been some confusion as to how important performance measures would be for the 2006 STIP, the Commission's guidelines are clear that a performance measure report is to be a part of the STIP submittal.

The Caltrans ITIP and the RTIPs for 38 counties complied with Section 19 guidelines. Twenty-one regional agencies did not comply with the Section 19 guidelines, 15 of which included programming new projects in their RTIP submittals. While regions varied in whether they submitted quantitative or qualitative performance evaluations, the regions represented all areas of the state and varied in the size of their programming targets.

The 21 regional agencies that have not submitted a performance measure report are: Butte, Colusa, Fresno, Humboldt, Imperial, Inyo, Kings, Lake, Mariposa, Mendocino, Mono, Placer, San Benito, San Joaquin, Shasta, Sierra, Stanislaus, Tahoe (TRPA), Tehama, Tulare, and Tuolumne.

The staff recommendation would be to consider the submittals from these agencies as incomplete until performance measure reports are submitted. In order to determine how the entire STIP could be programmed, staff has incorporated the programming submittals in its overall draft recommendations. However, staff would recommend that the Commission withhold allocations to any agency that has not submitted a performance measure report by the beginning of the 2006-07 fiscal year, when the 2006 STIP would become effective.

Compliance with Statutory Mandates, Interregional Program

The 25% interregional program is not constrained by county shares. By law, however, the program must comply with the following constraints, applied to the net new programming for each STIP:

- 60% of the program shall be programmed for improvements to State highways that are specified in statute as part of the interregional road system and are outside urbanized areas with over 50,000 population, and for intercity rail improvements.
 - Of this amount, at least 15% (9% of the interregional program) shall be programmed for intercity rail improvements, including grade separation projects.
- 40% of the program may be programmed to transportation improvement projects to facilitate interregional movement of people and goods, including State highway, intercity passenger rail, mass transit guideway, or grade separation projects. These projects may be in either urbanized or nonurbanized areas.
 - Of this amount, 60% (24% of the program) must be in the 13 counties of the South.
 - Of this amount, 40% (16% of the program) must be in the North counties.

The statutory restrictions may be reduced to three simple constraints:

- At least 9% of the program must be programmed for intercity rail and grade separation projects.
- No more than 24% of the program may be for projects in South urbanized areas or for other South area projects not part of the interregional road system (but excluding intercity rail and grade separation projects).
- No more than 16% of the program may be for projects in North urbanized areas or for other North area projects not part of the interregional road system (but excluding intercity rail and grade separation projects).

The following table summarizes the ITIP projects included in the staff recommendation according to these categories:

INTERREGIONAL PROGRAM BY STATUTORY CATEGORY
(\$1,000's)

	Amount	Percent	Test
Intercity rail and grade separations	\$33,425	12.1%	9% minimum
North counties, urbanized, non-interregional roads	6,382	2.3%	16% maximum
South counties, urbanized, non-interregional roads	54,821	19.9%	24% maximum
Interregional roads, nonurbanized	180,871	65.7%	
Total	\$275,499	100.0%	

These figures include \$23.217 million in interregional TE projects. Those projects that are in urbanized areas or otherwise not on the interregional road system or intercity rail include \$1.365 million (5.9%) in the North county group and \$4.512 million (19.9%) in the South county group.

UNCERTAINTIES FOR FUTURE FUNDING ALLOCATIONS

The STIP proposed in these staff recommendations would be consistent with the adopted fund estimate, as required by statute. Funding conditions may change from the assumptions made in the fund estimate, however, and the Commission will need to continue to monitor those conditions to determine its ability to allocate funding to STIP projects. If available funding is less than was assumed in the fund estimate, the Commission may be forced to delay or restrict allocations through the continuing use of interim allocation plans. On the other hand, if available funding proves to be greater than was assumed in the fund estimate, it may be possible to allocate funding to some projects sooner than the year programmed.

As outlined in the Commission's 2005 Annual Report to the California Legislature, the STIP no longer has any stable and reliable source of funding. Current revenues to the State Highway Account are no longer sufficient to support maintenance and operating costs for the State highway system and the safety and rehabilitation projects of the State Highway Operation and Protection Program (SHOPP). None remain for the STIP. The only State Highway Account revenues projected to be available for the STIP are repayments of prior loans with the proceeds of tribal gaming bonds.

Except for the TE program, the STIP is now almost entirely dependent on revenues made available through year-to-year discretionary actions taken through the state budget process and on proceeds from tribal gaming bonds that are on hold pending the resolution of litigation. These STIP revenues include annual transfers to the Transportation Investment Fund (TIF), which are subject to annual suspension under Proposition 42; the repayment of prior Proposition 42 suspensions; and transfers to the Public Transportation Account. PTA transfers include both spillover transfers from the Retail Sales and Use Tax Fund and Proposition 42 transfers from the TIF.

The uncertainty of STIP funding is further complicated by recent proposals under consideration by the Governor and the Legislature for new infrastructure bonding. Should the STIP funding picture change substantially and become more certain within the coming year, Commission staff would recommend the adoption of a new fund estimate and the commencement of a new programming process, as was last done in 1999. Under statute, the Commission may not amend the STIP to incorporate new funding without amending the fund estimate and receiving updated RTIPs and an updated ITIP.

APPENDIX TO STAFF RECOMMENDATIONS SUMMARY TABLES

The tables on the following pages are included with these recommendations for information and reference. They include four statewide summary tables and separate project listings for each of the 59 county shares and interregional share.

The four statewide summary tables are:

- **Staff Recommendation by County and Year – Highway/Roads**
- **Staff Recommendation by County and Year - Transit**
- **Staff Recommendation by County and Year – Enhancements (TE)**
- **Staff Recommendation (Excluding TE) – Net New Programming Compared to Fund Estimate Targets**

The project listings include the counties in alphabetical order, followed by the interregional program. For each county and the interregional program, the project listings include:

- **Prior Commitments (Not Part of Target).** This refers to programmed project components that were assumed not to be subject to reprogramming in the 2006 STIP. The costs of these components were not used in the calculation of fund estimate targets.
- **Highway Programming Recommended.** This refers to highway and other projects not eligible for TE or PTA funding that CTC staff recommends for programming in the 2006 STIP. It includes, as noted, cost increases (and decreases) for prior commitment projects, including those voted since the adoption of the fund estimate. It also includes credits for projects programmed for 2005-06 that have been funded with non-STIP funds and are now to be deleted. The notation **NEW** indicates a project would be new to the STIP. The notation **ADD** indicates a project component (e.g., construction) that would be added to the STIP, where earlier components were already programmed. *A single project may have costs listed under both the prior commitments and under programming recommended. The two must be added to determine the total cost.* Shading indicates the year a project is now programmed in the 2004 STIP. The table at the end of the project listing compares the recommended highway programming against the amount of highway programming from the 2004 STIP, including the fund estimate highway reprogramming targets for the first four years.
- **Rail and Transit Programming Recommended.** This refers to rail and transit projects eligible for Public Transportation Account (PTA) funding that CTC staff recommends for programming in the 2006 STIP. The table at the end of the project listing compares the recommended rail and transit programming against the amount of rail and transit programming from the 2004 STIP, thus identifying the net new rail and transit programming.
- **Enhancement (TE) Programming Recommended.** This refers to projects that are eligible for funding from federal Transportation Enhancement (TE) funds that CTC staff recommends for programming in the 2006 STIP. It includes both specific projects and undesignated TE reserves. The table at the end of the project listing compares the recommended TE programming against the fund estimate TE target by year.

2006 STIP STAFF RECOMMENDATION HIGHWAY AND ROAD PROJECTS

(\$1,000's)

County	Total	Totals by Year					Project Totals by Component						
		Prior	06-07	07-08	08-09	09-10	10-11	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Alameda	66,025	(63)	221	29,098	11,458	14,371	10,940	5,927	58,316	0	651	0	1,131
Alpine - Amador - Calaveras	26,095	5,850	16,461	140	3,170	235	239	2,520	15,944	3,429	1,447	319	2,436
Butte	16,842	(693)	63	8,500	9,652	60	60	(2,478)	15,324	728	301	500	2,467
Colusa	3,002	0	170	2,363	469	0	0	0	2,900	0	22	0	0
Contra Costa	34,351	0	179	22,215	10,241	203	1,513	5,599	23,452	0	3,310	0	2,000
Del Norte	1,426	0	0	0	118	1,258	50	21	1,308	13	84	0	0
El Dorado LTC	14,507	2,331	100	100	11,990	386	0	(1,400)	17,284	(776)	(601)	0	0
Fresno	77,725	8,047	6,360	115	216	60,771	216	4,613	59,449	0	4,281	3,802	5,780
Glenn	4,242	0	116	1,206	1,561	1,350	0	39	4,138	21	44	0	0
Humboldt	24,604	3,616	372	10,991	7,516	1,857	140	3,054	16,743	1,736	2,831	140	0
Imperial	45,322	5,854	(605)	1,662	38,391	0	0	7,054	34,246	0	0	0	4,022
Inyo	52,667	0	4,764	33,991	12,412	1,400	100	50	47,809	255	380	0	4,373
Kern	148,116	(1,575)	12,325	53,000	41,801	283	42,282	4,500	144,988	(665)	(710)	0	203
Kings	17,309	1,468	1,120	75	1,155	486	12,995	0	11,518	1,120	2,231	813	1,627
Lake	12,743	1,296	67	161	515	320	10,444	7,190	2,840	1,190	615	908	0
Lassen	10,398	125	1,045	1,289	7,687	100	150	316	9,173	308	329	115	155
Los Angeles	467,934	(41,412)	50,531	156,547	257,221	40,429	4,618	(42,313)	402,395	0	4,284	1,610	101,758
Madera	7,608	0	112	4,327	36	1,793	1,338	300	5,808	0	0	0	500
Marin	34,170	8,708	7,915	2,243	2,259	13,386	59	10,326	21,644	0	2,200	0	0
Mariposa	3,509	0	685	1,444	819	96	463	0	3,429	0	80	0	0
Mendocino	43,231	14,012	200	3,822	3,942	3,670	17,385	14,772	27,679	495	295	0	0
Merced	12,001	11,708	28	60	69	69	69	0	10,209	680	1,112	0	0
Modoc	5,105	(70)	54	171	2,122	1,001	1,827	0	4,834	75	195	0	0
Mono	27,433	0	1,633	14,006	8,794	322	2,679	86	26,023	20	305	0	999
Monterey	86,017	(14,500)	5,705	6,037	13,879	74,341	568	6,066	85,407	(9,226)	(71)	840	3,000
Napa	8,863	3,746	796	4,211	36	37	37	0	4,581	0	4,200	0	82
Nevada	20,275	0	85	4,669	12,365	3,061	95	6,984	11,376	0	0	1,400	515
Orange	133,468	60,279	1,531	1,531	36,525	7,197	24,405	9,623	103,347	858	6,119	3,121	10,400
Placer TPA	79,814	10,000	160	75	7,507	100	61,982	10,000	83,343	0	0	0	5,471
Plumas	7,592	0	922	48	2,750	0	3,872	48	7,529	15	0	0	0
Riverside	102,447	(3,243)	10,576	62,113	20,295	12,706	0	35,621	66,868	0	(12,970)	3,100	7,928
Sacramento	3,415	(5,536)	1,343	5,251	1,886	237	236	5,108	(3,230)	(1,213)	2,750	0	0
San Benito	1,078	0	53	53	910	66	0	0	1,078	0	0	0	0
San Bernardino	271,686	(8,410)	57,666	97,278	80,007	24,103	16,042	0	237,110	(285)	(3,125)	0	37,986
San Diego	145,970	(10,531)	7,334	334	6,680	75,055	57,098	68,920	59,588	(303)	742	5,505	11,518
San Francisco	13,007	0	113	114	159	210	12,411	10,101	856	0	50	2,000	0
San Joaquin	34,500	2,954	755	7,732	299	22,919	141	247	30,245	1,708	1,023	(107)	1,384
San Luis Obispo	45,485	3,925	4,607	18,303	776	17,792	92	212	39,945	0	678	464	4,196
San Mateo	56,839	0	116	2,237	29,981	164	24,341	534	50,337	(53)	(1,482)	0	7,503
Santa Barbara	91,005	(7,147)	6,209	61,238	15,393	719	14,603	3,581	80,349	830	4,777	11	1,457
Santa Clara	38,383	0	508	260	8,921	18,248	10,448	1,115	32,927	248	869	8	3,316
Santa Cruz	12,895	819	232	4,058	612	150	7,028	192	12,717	0	0	0	0
Shasta	26,626	(574)	1,727	70	25,403	0	0	(436)	25,558	0	0	0	1,504
Sierra	2,980	0	42	418	54	214	2,252	59	2,604	217	100	0	0
Siskiyou	16,005	0	2,684	6,602	1,299	725	4,695	2	15,413	350	240	0	0
Solano	40,692	0	509	13,860	22,388	96	3,819	2,400	38,292	0	0	0	0
Sonoma	72,385	10,123	41	9,747	13,407	36,520	2,547	0	84,645	20	2,400	30	15,090
Stanislaus	57,754	33,737	40	18,134	30	0	5,813	30,852	21,494	694	1,094	1,300	2,350
Sutter	19,989	2,232	13	4,213	13,468	21	22	2,248	14,466	(644)	1,000	0	2,921
Tahoe RPA	777	(1,425)	2,203	0	0	0	0	116	92	0	0	568	0
Tehama	6,110	(2,108)	1,893	3,299	2,699	164	164	1,277	2,413	73	1,771	576	0
Trinity	15,784	0	964	8,285	6,120	400	15	1,528	13,300	410	333	24	189
Tulare	47,830	(2,873)	0	23,021	17,546	6,373	1,763	1,864	43,031	0	1,178	0	1,757
Tuolumne	5,309	0	4,835	72	134	134	134	3,174	545	90	0	1,500	0
Ventura	70,292	10,936	58,176	295	295	295	295	33	65,935	0	0	41	4,283
Yolo	22,351	(368)	1,568	30	130	46	20,945	141	17,688	(168)	500	65	3,625
Yuba	6,960	(1,923)	10	1,765	448	17	6,648	0	5,489	(644)	(76)	0	2,200
Statewide Regional	2,729,867	104,054	278,919	712,918	777,040	447,870	400,066	221,664	2,176,069	1,367	35,787	28,654	257,326
Interregional	1,099,041	106,366	50,063	192,515	219,280	226,793	303,124	85,551	691,295	13,281	4,492	22,616	81,806
TOTAL	3,819,908	210,420	329,882	905,433	996,320	674,663	703,190	307,215	3,067,364	14,648	40,279	51,270	339,132
Fund Estimate Target	3,822,691		546,531	904,576	999,874	676,601	701,206						
Cumulative Proposed		210,420	548,302	1,445,735	2,442,055	3,116,718	3,819,908						
Cumulative Fund Est. Target		0	546,531	1,451,107	2,450,981	3,121,482	3,822,691						
Cumulative Under (Over) Target		(210,420)	6,229	5,372	8,926	4,764	2,783						

Note: This summary excludes TE projects, PTA-eligible projects, and AB 3090 and GARVEE debt service commitments.

**2006 STIP STAFF RECOMMENDATION
PTA-ELIGIBLE RAIL AND TRANSIT PROJECTS**
(\$1,000's)

County	Total	Prior	Totals by Year					Project Totals by Component			
			06-07	07-08	08-09	09-10	10-11	R/W	Const	E & P	PS&E
Alameda	76,178	0	24,192	47,876	4,110	0	0	0	73,230	0	2,948
Alpine - Amador - Calaveras	0	0	0	0	0	0	0	0	0	0	0
Butte	0	0	0	0	0	0	0	0	0	0	0
Colusa	0	0	0	0	0	0	0	0	0	0	0
Contra Costa	24,350	0	7,550	9,750	7,050	0	0	5,500	16,600	250	2,000
Del Norte	360	0	0	0	0	0	360	0	360	0	0
El Dorado LTC	0	0	0	0	0	0	0	0	0	0	0
Fresno	0	0	0	0	0	0	0	0	0	0	0
Glenn	0	0	0	0	0	0	0	0	0	0	0
Humboldt	0	0	0	0	0	0	0	0	0	0	0
Imperial	0	0	0	0	0	0	0	0	0	0	0
Inyo	250	0	125	0	125	0	0	0	250	0	0
Kern	0	0	0	0	0	0	0	0	0	0	0
Kings	0	0	0	0	0	0	0	0	0	0	0
Lake	0	0	0	0	0	0	0	0	0	0	0
Lassen	560	0	0	0	0	200	360	0	560	0	0
Los Angeles	350,352	0	29,665	320,687	0	0	0	0	350,352	0	0
Madera	0	0	0	0	0	0	0	0	0	0	0
Marin	3,000	0	150	350	2,500	0	0	2,500	0	150	350
Mariposa	0	0	0	0	0	0	0	0	0	0	0
Mendocino	1,000	0	459	361	180	0	0	0	1,000	0	0
Merced	0	0	0	0	0	0	0	0	0	0	0
Modoc	0	0	0	0	0	0	0	0	0	0	0
Mono	213	0	0	105	0	108	0	0	213	0	0
Monterey	4,500	0	1,500	3,000	0	0	0	0	3,000	0	1,500
Napa	0	0	0	0	0	0	0	0	0	0	0
Nevada	0	0	0	0	0	0	0	0	0	0	0
Orange	176,700	0	25,000	28,010	117,190	6,500	0	1,974	161,916	4,000	8,810
Placer TPA	3,000	0	0	0	3,000	0	0	0	3,000	0	0
Plumas	0	0	0	0	0	0	0	0	0	0	0
Riverside	30,000	0	0	0	30,000	0	0	0	30,000	0	0
Sacramento	55,042	0	49,085	4,307	1,650	0	0	0	50,735	0	4,307
San Benito	0	0	0	0	0	0	0	0	0	0	0
San Bernardino	0	0	0	0	0	0	0	0	0	0	0
San Diego	5,254	0	0	0	5,254	0	0	0	0	0	5,254
San Francisco	22,759	0	3,391	1,000	18,368	0	0	3,391	19,368	0	0
San Joaquin	4,612	0	3,612	1,000	0	0	0	0	4,612	0	0
San Luis Obispo	3,032	0	1,350	1,182	500	0	0	0	3,032	0	0
San Mateo	9,103	0	0	9,103	0	0	0	0	9,103	0	0
Santa Barbara	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0
Santa Cruz	10,500	0	10,000	500	0	0	0	10,000	500	0	0
Shasta	0	0	0	0	0	0	0	0	0	0	0
Sierra	0	0	0	0	0	0	0	0	0	0	0
Siskiyou	1,850	0	1,850	0	0	0	0	0	1,850	0	0
Solano	16,271	0	4,743	0	6,528	0	5,000	0	15,728	0	543
Sonoma	0	0	0	0	0	0	0	0	0	0	0
Stanislaus	0	0	0	0	0	0	0	0	0	0	0
Sutter	0	0	0	0	0	0	0	0	0	0	0
Tahoe RPA	0	0	0	0	0	0	0	0	0	0	0
Tehama	1,800	0	0	1,800	0	0	0	0	1,800	0	0
Trinity	0	0	0	0	0	0	0	0	0	0	0
Tulare	0	0	0	0	0	0	0	0	0	0	0
Tuolumne	0	0	0	0	0	0	0	0	0	0	0
Ventura	7,500	0	1,500	1,500	1,500	1,500	1,500	0	7,500	0	0
Yolo	2,250	0	1,000	1,250	0	0	0	0	0	1,000	1,250
Yuba	0	0	0	0	0	0	0	0	0	0	0
Statewide Regional	810,436	0	165,172	431,781	197,955	8,308	7,220	23,365	754,709	5,400	26,962
Interregional	198,247	0	41,947	110,431	42,472	3,397	0	18,110	175,024	1,105	4,008
TOTAL	1,008,683	0	207,119	542,212	240,427	11,705	7,220	41,475	929,733	6,505	30,970

Fund Estimate Target		504,000	320,000	320,000	310,000	285,000
Under (over) fund estimate	0	296,881	(222,212)	79,573	296,295	277,780
Cumulative under (over) fund estimate	0	296,881	74,669	154,242	452,537	730,317

**2006 STIP STAFF RECOMMENDATION
TRANSPORTATION ENHANCEMENT (TE) PROJECTS**
(\$1,000's)

County	Program Total	Prior	TE Programming Totals by Year				
			06-07	07-08	08-09	09-10	10-11
Alameda	8,914	0	2,000	811	1,770	2,410	1,923
Alpine - Amador - Calaveras	2,407	0	995	192	369	484	367
Butte	1,119	0	0	400	0	400	319
Colusa	192	0	57	74	36	25	0
Contra Costa	6,326	0	0	2,201	1,313	1,666	1,248
Del Norte	453	0	453	0	0	0	0
El Dorado LTC	1,099	0	899	200	0	0	0
Fresno	6,159	0	781	1,006	1,378	1,665	1,329
Glenn	455	0	0	0	186	166	103
Humboldt	1,726	0	219	282	366	467	372
Imperial	1,018	0	0	0	0	396	622
Inyo	2,388	0	346	332	741	569	400
Kern	7,223	0	1,863	925	1,844	1,164	1,427
Kings	200	0	0	149	51	0	0
Lake	1,037	0	154	129	493	130	131
Lassen	1,096	0	139	179	245	296	237
Los Angeles	56,467	0	15,700	6,509	10,686	11,785	11,787
Madera	413	0	88	186	0	139	0
Marin	2,432	0	0	0	2,432	0	0
Mariposa	0	0	0	0	0	0	0
Mendocino	2,757	0	914	1,245	0	398	200
Merced	0	0	0	0	0	0	0
Modoc	206	0	0	0	0	0	206
Mono	3,757	0	119	2,976	0	25	637
Monterey	4,475	0	500	3,476	0	0	500
Napa	1,669	0	312	414	352	365	228
Nevada	1,458	0	0	223	296	481	458
Orange	16,476	0	2,088	2,694	3,666	4,454	3,554
Placer TPA	0	0	0	0	0	0	0
Plumas	737	(30)	0	501	0	0	266
Riverside	18,815	0	1,209	6,378	4,578	4,106	2,544
Sacramento	12,699	0	3,239	2,043	3,515	1,902	2,000
San Benito	100	0	0	74	26	0	0
San Bernardino	15,348	0	1,945	2,509	3,433	4,150	3,311
San Diego	22,964	0	6,026	3,170	4,383	5,510	3,875
San Francisco	5,629	0	276	1,823	1,176	1,371	983
San Joaquin	3,448	375	94	620	376	0	1,983
San Luis Obispo	4,780	0	1,500	0	0	1,000	2,280
San Mateo	7,073	0	0	2,646	1,836	1,579	1,012
Santa Barbara	4,375	0	1,690	351	1,215	635	484
Santa Clara	14,649	0	3,700	2,484	2,842	3,372	2,251
Santa Cruz	4,256	0	0	1,811	0	640	1,805
Shasta	3,230	0	0	1,730	1,500	0	0
Sierra	95	0	95	0	0	0	0
Siskiyou	1,573	0	1,184	0	0	110	279
Solano	2,736	0	0	705	701	740	590
Sonoma	5,328	0	937	964	1,398	1,309	720
Stanislaus	2,753	0	492	434	600	558	669
Sutter	700	0	0	0	700	0	0
Tahoe RPA	745	0	226	120	135	163	101
Tehama	354	7	0	60	287	0	0
Trinity	1,073	0	0	0	542	386	145
Tulare	4,796	0	529	2,218	309	832	908
Tuolumne	922	0	191	150	189	227	165
Ventura	8,499	0	685	2,873	1,956	1,820	1,165
Yolo	650	0	0	0	650	0	0
Yuba	350	0	0	25	325	0	0
Statewide Regional	280,599	352	51,645	58,291	58,936	57,795	53,580
Interregional	93,886	2,277	5,396	18,933	11,882	12,894	12,704
TOTAL RECOMMENDED	344,485	2,629	57,041	77,224	70,618	70,689	66,284
STATEWIDE TE TARGET			67,007	69,957	70,624	70,624	70,624
Under (Over) Target		(2,629)	9,966	(7,267)	6	(65)	4,340
Cumulative Under (Over) TE Target		(2,629)	7,337	70	76	11	4,351

**CTC STAFF RECOMMENDATION FOR 2006 STIP (Excluding TE)
Net New Programming Compared to 2006 STIP Fund Estimate**
(\$1,000's)

County	2006 RTIP/TIP Net New Programming			2006 Fund Estimate Amounts (Non-TE)			TIF Pct of Target
	TIF (Roads)	PTA (Transit)	Total Non-TE	Minimum	Target	Maximum	
Alameda	(4,133)	21,000	16,867	0	25,930	49,778	-15.9%
Alpine - Amador - Calaveras	13,910	0	13,910	0	10,897	14,765	127.6%
Butte	1,571	0	1,571	0	13,332	17,701	11.8%
Colusa	0	0	0	797	5,365	6,517	0.0%
Contra Costa	(1,167)	5,050	3,883	0	47,883	62,692	-2.4%
Del Norte	285	360	645	0	3,162	4,264	9.0%
El Dorado LTC	(5,535)	0	(5,535)	0	0	0	
Fresno	0	0	0	0	0	0	
Glenn	(78)	0	(78)	0	3,041	4,270	-2.6%
Humboldt	6,314	0	6,314	7,081	26,586	31,007	23.9%
Imperial	40,235	0	40,235	13,898	43,201	50,588	93.1%
Inyo	2,373	0	2,373	0	15,171	21,168	15.6%
Kern	9,949	0	9,949	0	40,099	60,782	24.8%
Kings	3,963	0	3,963	0	9,473	12,572	41.8%
Lake	9,460	0	9,460	9,699	17,207	19,100	55.0%
Lesser	(560)	560	0	0	11,139	13,951	-5.0%
Los Angeles	2,322	314,653	316,975	0	314,653	454,703	0.7%
Madera	3,767	0	3,767	3,490	14,972	17,778	25.2%
Marin	12,517	3,000	15,517	0	6,909	11,136	163.6%
Mariposa	342	0	342	0	3,981	5,126	8.6%
Mendocino	14,335	1,000	15,335	0	11,743	15,917	122.1%
Merced	1,975	0	1,975	1,328	22,060	27,102	9.0%
Modoc	3,070	0	3,070	2,782	6,679	8,172	46.0%
Mono	2,081	213	2,294	0	11,341	15,781	18.3%
Monterey	(1,266)	0	(1,266)	0	15,673	23,785	-8.1%
Napa	3,834	0	3,834	11,004	21,640	24,322	17.7%
Nevada	0	0	0	0	0	0	
Orange	63,953	145,875	209,828	114,466	263,729	326,958	22.5%
Placer TPA	0	0	0	0	0	0	
Plumas	3,827	0	3,827	2,520	9,629	11,320	39.7%
Riverside	19,711	30,000	49,711	45,542	167,094	197,322	11.8%
Sacramento	(14,301)	39,085	24,784	0	24,120	43,821	-59.3%
San Benito	225	0	225	0	5,546	7,016	4.1%
San Bernardino	9,319	0	9,319	0	73,426	112,767	12.7%
San Diego	439	0	439	0	3,740	49,795	11.7%
San Francisco	(2,474)	3,391	917	0	10,320	21,906	-24.0%
San Joaquin	(11,491)	3,612	(7,879)	0	20,401	30,672	-56.3%
San Luis Obispo	2,835	3,032	5,867	0	30,301	38,657	9.4%
San Mateo	5,564	0	5,564	0	24,441	36,464	22.6%
Santa Barbara	8,790	(322)	8,468	2,160	39,574	49,007	22.2%
Santa Clara	5,343	0	5,343	0	0	23,447	
Santa Cruz	3,081	500	3,581	0	18,789	23,488	16.4%
Shasta	4,765	0	4,765	0	10,554	15,329	45.1%
Sierra	2,742	0	2,742	1,706	6,910	6,806	45.6%
Siskiyou	4,362	1,850	6,202	0	12,253	15,569	35.5%
Solano	3,005	5,646	8,651	0	14,951	21,563	20.1%
Sonoma	10,762	0	10,762	0	0	2,936	
Stanislaus	12,233	0	12,233	4,133	36,770	44,724	33.3%
Sutter	6,838	0	6,838	0	2,609	4,407	262.1%
Tahoe RPA	(1,426)	0	(1,426)	711	5,957	7,154	-23.9%
Tehama	(3,902)	1,900	(2,002)	0	7,791	10,188	-50.1%
Trinity	(238)	0	(238)	0	4,823	6,348	-5.1%
Tulare	2,070	0	2,070	0	36,483	46,192	5.7%
Tuolumne	2,547	0	2,547	0	3,889	5,829	65.8%
Ventura	(1,430)	6,000	4,570	0	0	0	
Yolo	16,603	0	16,603	410	15,861	19,690	104.7%
Yuba	(3,080)	0	(3,080)	0	3,571	4,948	-85.7%
Statewide Regional	270,246	586,605	856,851	221,735	1,574,446	2,156,659	17.2%
Interregional	181,971	38,425	220,396	0	235,864	445,651	77.2%
TOTAL	452,217	625,030	1,077,247	221,735	1,810,310	2,601,310	25.0%
TOTAL FUND ESTIMATE	455,000	1,356,310	1,810,310				
Difference:	(2,783)	(730,280)	(733,063)				
MTC	33,251	38,387	71,638	11,004	161,974	253,734	21.9%
SACOG	6,080	39,085	45,165	410	46,151	72,866	13.2%

Note: This summary excludes TE projects and AB 3090 and GARVEE debt service commitments.

CTC STAFF RECOMMENDATION FROM COUNTY SHARE FOR 2006 STIP

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Solano													
Agency	Rte	PPNO	Project	Voted	Total	Prior	Project Totals by Fiscal Year				Project Totals by Component		
							06-07	07-08	08-09	09-10	10-11	Const	E & P
Project Proposals Not Included in Staff Recommendation: Solano TA loc 5301K Loc rts north of Rt 80/890/12 (TCRP #25)(04S-44) Vacaville loc 5301D RT80 aux/lane, RT 505-Monte Vista ADD 5,000 NEW 1,000													



**METROPOLITAN
TRANSPORTATION
COMMISSION**

ATTACHMENT C

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

Memorandum

TO: Programming and Allocations Committee

DATE: April 12, 2006

FR: Deputy Executive Director, Policy

RE: Alternative 2006 Regional Transportation Improvement Program (RTIP) in Response to CTC Funding Shortfall

California Transportation Commission (CTC) staff released the 2006 State Transportation Improvement Program (STIP) staff recommendation on April 7, twenty days prior to the adoption of the 2006 STIP by the CTC. Due to limited highway-eligible funding, the recommendation deleted \$780 million in highway projects statewide, including roughly \$94 million in the MTC region. This memo outlines a strategy to maximize STIP allocations in this challenging funding environment.

Background on the 2006 STIP Development

MTC, as the Regional Transportation Planning Agency for the Bay Area, approved and submitted to the CTC the 2006 Regional Transportation Improvement Program (RTIP) in January 2006, to be included in the STIP. The RTIP, developed at the county level with guidance from MTC, included approximately \$590 million in programming in fiscal years 2006-07 through 2010-11. Input from the public and partner agencies was solicited at the county, regional and state level. Consistent with SB 45 (Kopp, 1997), CTC guidelines, and CTC staff instruction, the region programmed the RTIP to priority projects in the region.

CTC Staff Recommendation

The 2006 STIP Fund Estimate included existing programming from the 2004 STIP and new capacity targets by county. Regions throughout the state submitted RTIP proposals similar to the MTC proposal: new capacity was divided roughly 75% for highway/local road projects and 25% for transit projects, consistent with past STIPs. However, available funding for this STIP cycle is very uncharacteristic in that the most stable source of funds from the State Highway Account are entirely subsumed by highway rehabilitation needs and prior STIP commitments. This leaves only Proposition 42 funding for new project capacity and it makes up only 25% of that capacity overall. The Public Transportation Account (PTA) funds comprise the remaining 75% of the new capacity, which is limited to transit projects. Even after considering statewide STIP requests, the PTA has \$730 million in estimated excess capacity. However, it should be noted that available programming capacity for both transit and highway eligible sources is not guaranteed, but subject to annual state budget decisions. Furthermore, the available transit programming capacity is the most unpredictable STIP fund source, dependent largely on transfers from the state's general fund.

To address this programming imbalance, the CTC Staff recommendation proposes elimination of \$780 million in highway/local roads programming statewide, including roughly \$94 million in

the MTC region. The CTC recommendation also further delays regional projects by shifting funding to later years, leaving only three highway construction projects programmed in FY 2006-07: 1) U.S. 101 HOV Lanes in Marin (\$7.5 million); 2) Trancas Street Interchange in Napa (\$740,000); and 3) Napa River – Sonoma Boulevard Landscaping in Solano (\$441,000). The MTC projects proposed for deletion by the CTC from the STIP are listed in Attachment A, and include projects from six of the nine counties.

The CTC recommendation focused on new projects or project components and AB 3090 project replacement placeholders in selecting candidates for deletion. Therefore, cost increases on existing highway projects were prioritized over commitments to new STIP projects.

Proposed MTC Response

Over the past two cycles, STIP allocations have become increasingly unreliable, dependent on discretionary decisions at the state level. Standard procedure for STIP development now consists of delaying existing programming two to three years. Since April 2004, the Bay Area has provided over \$162 million in federal discretionary and local sales tax measure funds to keep the delivery of critical STIP projects on track. However, this patchwork solution is not sustainable, as federal discretionary and local funds are needed for other transportation purposes throughout the region. The identification of reliable and permanent funding for the STIP is critical. STIP project deletions have the potential to serve as an important signal to the Administration and Legislature that transportation in California is woefully underfunded.

Recognizing the lack of highway/local road funding available and the potential PTA fund availability, staff proposes to offset some of the proposed STIP highway deletions by programming additional transit projects in the STIP and funding highway/local road projects with local or regional funds. In cooperation with the Congestion Management Agencies and transit operators, staff proposes the changes listed in Attachment B in response to the CTC recommendation. Highlights of these changes include:

- \$14 Million for a new AC Transit Bus Purchase Project (potentially creates STP capacity for Alameda highway projects that were proposed for deletion by CTC)
- \$11 Million added to the Tilton/Poplar Grade Separation Project in San Mateo (potentially creates local Measure capacity for San Mateo projects that were proposed for deletion by the CTC)
- \$5 Million for El Camino Real Signal Coordination remains in STIP (Proposed for Deletion by CTC)
- \$7 Million for SR 1 Calera Parkway – Pacifica remains in STIP (Proposed for Deletion by CTC)
- \$2 Million for San Mateo ITS project remains in STIP (Proposed for Deletion by CTC)

The above changes add \$25 million in transit projects to the region's RTIP proposal to begin to counter the \$94 million deduction to highway funds. The additional modifications, outlined in Attachment B, could allow three San Mateo projects to remain in the STIP, while still achieving the CTC highway programming targets.

Memo to PAC – 2006 RTIP Revision

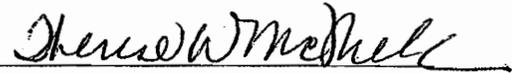
Page 3 of 3

April 12, 2006

Staff will continue to work with our partner agencies and the CTC to identify opportunities to amend the RTIP based on the available state funding. The revised RTIP project lists by county, adjusted by CTC staff, are provided in Attachment C.

Recommendation

Forward the Alternative 2006 RTIP to the Commission for approval and further direct staff to continue working with our regional transportation partners and the CTC to identify RTIP programming revisions to minimize the loss of funding to the region as a result of statewide funding shortfalls projects and the CTC staff recommendations.


Therese W. McMillan

Attachments

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Attachment A

2006 STIP CTC Staff Recommendation

Projects Recommended for Deletion in MTC Region by the CTC

(\$ in thousands)

County	Agency	Project	Comments	Total	05-06	06-07	07-08	08-09	09-10	10-11
Alameda	ACCMA	I-580 Aux and HOV lanes (Segments 1 & 2)	\$17 Million in FY 06-07 Remains in STIP; \$9 million recommended for deletion	26,009	0	17,009	0	0	9,000	0
Alameda	Caltrans	SR 24 - Caldecott Tunnel 4th Bore (SO)	CTC Staff Recommends Deletion	5,000	0	0	0	0	0	5,000
Contra Costa	Caltrans	SR 24 - Caldecott Tunnel 4th Bore (SO)	\$2 Million in FY 07-08 Remains in STIP; \$29 M recommended for deletion	31,000	0	0	2,000	0	0	29,000
Contra Costa	CCTA	SR 4 Widening from Somersville to SR 160	\$5.6 Million in FY 08-09 Remains in STIP; \$15 M recommended for deletion	20,589	0	0	0	5,589	0	15,000
San Francisco	SFCTA	AB 3090 replacement (Doyle Drive)	CTC Staff Recommends Deletion	3,000	0	0	0	0	3,000	0
San Francisco	SFCTA	AB 3090 replacement (3rd St/Bayshore Bl. rehab)	CTC Staff Recommends Deletion	4,768	0	0	0	0	4,768	0
San Francisco	SFCTA	AB 3090 replacement (school crosswalks, signs)	CTC Staff Recommends Deletion	1,300	0	0	0	0	1,300	0
San Francisco	SFCTA	AB 3090 replacement (audible ped signals)	CTC Staff Recommends Deletion	335	0	0	0	0	0	335
San Mateo	Caltrans	U.S. 101 Willow Rd Interchange Segments 1 & 2	\$20 Million in FY 08-09 Remains in STIP; \$5 M recommended for deletion	25,046	0	0	0	20,046	5,000	0
San Mateo	Caltrans	EI Camino Signal Coordination	CTC Staff Recommends Deletion	5,000	0	0	3,999	1,000	0	0
San Mateo	Caltrans	SR 1 Calera Parkway - Pacifica (RTP#98204)	CTC Staff Recommends Deletion	6,900	0	0	6,900	0	0	0
San Mateo	Caltrans	Countywide ITS Project	CTC Staff Recommends Deletion	1,977	0	0	0	0	0	1,977
Santa Clara	SCVTA	AB 3090 replacement (SR 25 widening)	CTC Staff Recommends Deletion	1,700	0	0	0	0	1,700	0
Solano	Solano TA	Local Roads North of I-80/680/12	\$11.4 Million in FY 07-08 Remains in STIP; \$5 M recommended for deletion	16,412	0	0	11,412	0	0	5,000
Solano	Vacaville	I-80/505 Weave Correction	CTC Staff Recommends Deletion	1,000	0	0	0	0	0	1,000
Recommended for deletion by CTC Staff				93,980	0	0	9,991	1,909	24,768	57,312

Proposed Response to 2006 STIP CTC Staff Recommendation

County	Agency	PPNO	Project	Comments	2006 RTIP Funding by Fiscal Year					2006 RTIP Funding by Component				
					Total	05-06	06-07	07-08	08-09	09-10	10-11	R/W	Const	E & P

Changes to Highway/Road Projects

I-580 Noise Barrier - San Leandro																
	Caltrans	139B	CTC Staff Recommendations	\$5,877 Million in FY 2007-08	5,877	0	0	5,877	0	0	0	0	5,227	0	0	650
			Revision	Decrease by \$5 Million - To be funded with local/regional funds	877	0	0	877	0	0	0	0	877	0	0	0
			Net Change	(\$5,000)	(\$5,000)	0	0	(\$5,000)	0	0	0	0	0	0	0	0
SR 1 - Devil's Slide Tunnel																
	San Mateo	626	CTC Staff Recommendations	\$,750 Million in FY 2008-09	750	0	0	750	0	0	0	0	750	0	0	0
			Revision	Delete project from RTIP - No longer needed (RTIP funding already deleted)	0	0	0	0	0	0	0	0	0	0	0	0
			Net Change	(\$,750)	(\$,750)	0	0	(\$,750)	0	0	0	0	0	0	0	0
BART SFO Airport Bicycle Trail																
	San Mateo	1035	CTC Staff Recommendations	\$2,120 Million in FY 2007-08	2,120	0	0	2,120	0	0	0	0	534	1,586	0	0
			Revision	Delete project from STIP	0	0	0	0	0	0	0	0	0	0	0	0
			Net Change	(\$2,120)	(\$2,120)	0	0	(\$2,120)	0	0	0	0	0	0	0	0
SR 92 Widening - Curve Correction																
	San Mateo	225G	CTC Staff Recommendations	\$11,636 Million in FY 2010-11	11,636	0	0	0	0	11,636	0	0	11,636	0	0	0
			Revision	Decrease by \$5,130 M - Replace with Local Measure Funds	5,629	0	0	0	0	5,629	0	0	5,629	0	0	0
			Net Change	(\$5,130)	(\$5,130)	0	0	0	0	0	0	0	0	0	0	0
SR 82 - Menlo Park-Millbrae Interconnect Signals, Phase 1																
	San Mateo	645C	CTC Staff Recommendations	\$1,847 Million originally programmed in FY 08-09 - CTC Recommended Deletion	0	0	0	0	0	0	0	0	0	0	0	0
			Revision	Add Phase 1 back into RTIP - \$1,847 M in FY 08-09	1,847	0	0	1,847	0	0	0	0	1,847	0	0	0
			Net Change	\$1,847	1,847	0	0	1,847	0	0	0	0	1,847	0	0	0
SR 82 - Menlo Park-Millbrae Interconnect Signals, Phase 2																
	San Mateo	645C	CTC Staff Recommendations	\$3,153 Million originally programmed in FY 08-09 - CTC Recommended Deletion	0	0	0	0	0	0	0	0	0	0	0	0
			Revision	Add Phase 2 back into RTIP - \$3,153 M in FY 10-11	3,153	0	0	0	0	3,153	0	0	1,675	0	0	1,478
			Net Change	\$3,153	3,153	0	0	0	0	3,153	0	0	1,675	0	0	1,478
SR 1 - Calera Parkway - Pacifica																
	San Mateo	632C	CTC Staff Recommendations	\$6,900 Million originally programmed in FY 07-08 - CTC Recommended Deletion	0	0	0	0	0	0	0	0	0	0	0	0
			Revision	Add back into RTIP - \$6,900 M in FY 07-08	6,900	0	0	6,900	0	0	0	0	5,400	0	0	1,500
			Net Change	\$6,900	6,900	0	0	6,900	0	0	0	0	5,400	0	0	1,500
Countywide ITS Project																
	San Mateo	2140E	CTC Staff Recommendations	\$1,977 Million originally programmed in FY 10-11 - CTC Recommended Deletion	0	0	0	0	0	0	0	0	0	0	0	0
			Revision	Add back into RTIP - \$1,977 M in FY 10-11	1,977	0	0	0	0	1,977	0	1,977	100	200	0	0
			Net Change	\$1,977	1,977	0	0	0	0	1,977	0	1,977	100	200	0	0
Proposed Net Change for Highway Programming																
			CTC Staff Recommendations		20,383	0	0	7,997	750	11,636	0	8,103	0	1,000	0	0
			Revision		20,383	0	0	7,777	1,847	10,759	0	19,103	0	1,000	0	0
			Net Change	\$0	0	0	0	(220)	1,097	(877)	0	18,103	0	1,000	0	0
Proposed Net Change for Highway Programming																
					0	0	0	(220)	1,097	0	(877)	0	1,000	0	0	0

CTC STAFF RECOMMENDATION FROM COUNTY SHARE FOR 2006 STIP

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Solano																						
Agency	Rte	PPNO	Project	Voted	Total	Prior	Project Totals by Fiscal Year				Project Totals by Component											
							06-07	07-08	08-09	09-10	10-11	R/W	Const	E & P	PS&E	R/W sup	Can Sup					
Project Proposals Not Included in Staff Recommendation: Solano TA loc 5301K Loc rds north of Rt 80/660/r12 (TCRP #25)(04S-44) Vacaville loc 5301D Rt 80 aux lane, Rt 505-Monte Vista																						
				ADD NEW	5,000 1,000																	

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DATE: May 1, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) Proposed Funding Plan
for FY 2006-07

Background:

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

Discussion:

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

For FY 2006-07 there is an increase in STAF funds available in total. The new revenue estimate increased by over \$100,000 to \$662,895. A further increase is from a Prop. 42 allocation received in the middle of FY 2005-06 in the amount of \$259,510; this was not programmed and is included in the carryover for FY 2006-07. Beyond the new Prop. 42 revenue, there is also a larger carryover than had been anticipated. STA staff has worked with MTC staff to refine the carryover amount to identify any locally programmed funds that were not yet claimed are accounted for. In total, there is an estimated \$1,175, 475 in STAF funds for programming in FY 2006-07.

Annually, member agencies, through their Intercity Transit Consortium member, and STA staff submit candidate projects/programs for STAF funding for both the Northern Counties and the Regional Paratransit. Last month, this item was presented to the Consortium and TAC and input was sought from local jurisdictions on projects to fund with the remaining STAF funds. At that time it was noted that the FY 2005-06 Prop. 42 increase is a one-time increase and project applicants should not consider funding on-going projects with these funds.

STA staffs' preliminary recommendation was, and remains, that the STAF funds primarily be directed toward transitional funding to support local transit operators taking on new routes as part of the Intercity Transit Funding Agreement. In FY 2005-06 only \$150,000 was directed toward that effort and much more is anticipated to be needed. To also support that effort, a countywide transit ridership survey is recommended to be funded as well as an intercity assessment of transit operating costs. This approach has also been discussed and approved by the Intercity Transit Funding Group. No other new requests for STAF funds had been received when this project list was prepared. Attached is the draft project list for FY 2006-07 (Attachment A) and preliminary draft project list for FY 2007-08 (Attachment B).

For Regional Paratransit STAF funds, the estimates are also higher than previously projected. There is a total of \$249,000 available for programming. Attachment A includes proposed allocations for these funds allowing for reserve. Attachment B has a similar list for FY 2007-08 as a preliminary list of paratransit projects for FY 2007-08. The City of Benicia has indicated that they plan to request up to \$25,000 in regional paratransit funds that will be considered at a future meeting.

Recommendation:

Approve the FY 2006-07 STAF project list and draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds.

Attachments:

- A. Draft FY 2006-07 STAF project list
- B. Preliminary FY 2007-08 STAF project list

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

NORTHERN COUNTIES STAF

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

Projects/Programs

STA Transit Planning & Studies	\$ 110,000
SolanoLinks Marketing	\$ 113,000
Dixon Medical Shuttle ³	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program ⁴	\$ 10,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match ⁵	\$ 54,000
Fairfield Transit Study ⁶	\$ 60,000
Expenditure Plan/Implementation Plan	\$ 38,000
Intercity Transit Operations Assistance	\$ 450,000
Countywide Transit Ridership Survey	\$ 100,000
Countywide Transit Finance Assessment	\$ 60,000
Transit Consolidation Study	\$ 40,000
TOTAL:	\$ 1,060,000

Balance: \$ 115,474

REGIONAL PARATRANSIT

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

Projects/Programs

Vallejo Paratransit Operations	\$ 88,000
Sol Paratransit Assessment Implementation	\$ 40,000
Sol Paratransit Vehicles Improvements	\$ 35,000
Paratransit Coordination, PCC	\$ 40,000
TOTAL:	\$ 203,000

Balance \$ 46,039

¹ MTC Feb. 06 Estimate

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

³ Yr. 3 of 3 yr. Funding

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

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

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

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

NORTHERN COUNTIES STAF

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover	\$ 115,474
FY 2006-07 STAF Estimate ¹	\$ 662,895
Total:	\$ 778,369

<u>Projects/Programs</u>	
Transit Planning & Studies	\$ 115,000
SolanoLinks Marketing	\$ 113,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match	\$ 30,000
Intercity Transit Operations Assistance	\$ 200,000
Intercity Transit Capital Match Program	\$ 100,000
Intercity Operations Analysis Support	\$ 75,000
TOTAL:	\$ 648,000
 Balance	 \$ 130,369

REGIONAL PARATRANSIT

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover ¹	\$ 46,039
FY 2006-07 STAF Estimate	\$ 183,822
Total:	\$ 229,861

<u>Projects/Programs</u>	
Vallejo Paratransit Operations	\$ 88,000
Sol Paratransit Operations	\$ 40,000
Sol Paratransit Vehicles Improvement Fund	\$ 35,000
Paratransit Coordination, PCC	\$ 40,000
TOTAL:	\$ 203,000
 Balance:	 \$ 26,861

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



DATE: April 28, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: STA Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08

Background:

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board adopted its priority projects for FY 2002-03 and FY 2003-04 consistent with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year work plan. The current STA Overall Work Plan (OWP) for FY 2005-06 and FY 2006-07 includes a list of 42 priority projects. Of the 42 projects, 39 were identified as being funded as part of the adoption of the FY 2005-06 and FY 2006-07 budgets.

Discussion:

At the January 25, 2006, February 22, 2006, and the April 26, 2006 Technical Advisory Committee (TAC) meeting, STA staff provided the Draft STA Overall Work Plan for FY 2006-07 and FY 2007-08. Comments were received from members of the TAC. These comments have been incorporated into the STA Overall Work Plan for FY 2006-07 and FY 2007-08 which is provided in Attachment A. In addition, at the March 8, 2006 STA Board meeting, STA staff provided the Draft STA Overall Work Plan for FY 2006-07 and FY 2007-08. This Overall Work Plan was adopted by the TAC and Consortium on April 26, 2006. Attachment B provides an update, as of May 2006, to STA activities relative to the Overall Work Plan.

Following discussion and approval of the updated Overall Work Plan by the STA Board, staff will evaluate the fund sources and resources available to the STA and develop a comprehensive plan to fund the STA Board's priority projects over the next two years. The funding of the Overall Work Plan will be agendized as part of the STA's adoption of its FY 2006-07 and FY 2007-08 budgets scheduled for June 2006.

Recommendation:

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

Attachments:

- A. STA's Overall Work Plan (Priority Projects) for FY 2006-07 and FY 2007-08
- B. Work Plan Summary (April 2006)

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



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



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
5.	<u>Jenpson Parkway Project</u> A. EIS/EIR on-going Status: STA is completing the Draft Envir Document, going through consultation w/ Resource Agencies and updating Funding Plan. B. Leisure Town Interchange - (Underway -to be completed Summer 2006) C. Walters Rd./East Tabor to Air Base Parkway D. Vanden Road Widening E. Walters Road Extension	STA Vacaville City of Fairfield County City of Fairfield	Fed Demo Local STIP	X	X	X	\$144 M	Projects Janet Adams
6.	<u>Travis Air Force Base Access Improvement Plan (North & South Gates)</u> Status: STA lead working with County, City of Fairfield/Suisun City, and Travis AFB to develop Implementation Plan.	STA County Fairfield	County Federal Earmark	X	X			Projects Janet Adams
7.	103 <u>I-80 Red Top Slide Project</u> Status: North side completed February 2005. South side \$6.5M, construction expected to begin mid 2006. ECD: 2007	Caltrans	SHOPP	X	X		\$10M North side \$6.5M South side	Projects Janet Adams Caltrans



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
8.	<p>Project Study Reports (PSR's)</p> <p>A. SR 12 at Church Road Status: STA lead, RFP 2006</p> <p>B. I-80 HOV Lanes/Turner OC Status: STA lead, RFP 2006</p> <p>STA Lead, Coop to be developed City/County/STA</p> <p>C. I-80 EB Aux Lanes Travis Blvd. to Air Base Pkwy Status: Caltrans to be lead.</p> <p>D. I-80 HOV Lane Air Base to I-505 Status: STA to be lead, pending funding</p>	STA	<p>STA PSR Funds</p> <p>County – Fed Earmark</p> <p>Unfunded</p> <p>Unfunded</p>	X	X	X		Projects Janet Adams
9.	<p>Develop Corridor Management Policy(s) This includes, but is not limited to ITS Ramp Metering, HOV Definition, and Visual Features (landscaping and aesthetic features)</p>	STA	N/A		X		N/A	Projects Janet Adams
10.	<p>Benicia-Martinez Bridge Project</p> <p>Status: New Bridge to open end 2007 ECD: 2007</p>	Caltrans	RM1 RM2	X	X	X	\$1.2B	Projects Janet Adams Mo Pazooki (Caltrans)
11.	<p>Hwy 12 Jameson Canyon</p> <p>Status: Coop: Caltrans has the current lead on the EIR/EIS Document. STA is initiating formal partnership between Caltrans and Napa County to move forward as the lead agency in completing this project.</p> <p>ECD: Pending Review with Caltrans and CTC approval for funding.</p>	Caltrans	TCRP (environmental) RTIP ITIP Fed Earmark	X	X		\$112M	Projects Janet Adams Nick Endrawos (Caltrans)

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



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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
14.	I-505 and I-680 SHOPP Projects A. I-680 – Benicia Br. To I-80/I-680 Interchange - Widen Shlds (Construction began Spring 2006) B. I-505 – I-505/I-80 Interchange to Yolo Co. Line – AC surfacing and Slab Replacement (FY 2007-08)	Caltrans	SHOPP	X	X	X	\$28.8M	Projects Janet Adams Doanh Nguyen (Caltrans)
15.	SR 12 Re-Alignment and Rio Vista Bridge Feasibility Study Status: Rio Vista obtained Fed Earmark, STA and Rio Vista to jointly pursue Study. Study to be combined with SR 12/Church Rd. FSR. Status: RFP for consultant initiated.	Rio Vista STA	Federal Earmark City of Rio Vista	X	X		\$360,000	Projects Janet Adams
16.	Highway 37 Project Mitigation site and Landscaping Status: \$ 600k Rte 37 landscape should advertise Summer 2006.	Caltrans	STIP	Fall 2006 begin landscape contract				Projects Janet Adams
17. 6	Highway 113 SHOPP Project In Downtown Dixon – Reconstruct SR 113 Status: Bids for contract opened in late November 2005. Construction will not begin until late May 2006, after May Fair. ECD: 2006	Caltrans	SHOPP	Construction in Summer 2006	X		\$2.5M	Projects Janet Adams Nick Endrawos (Caltrans)



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



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



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26.	<p>Capitol Corridor Rail Station- Fairfield/Vacaville Station and Fairfield Suisun-Benicia Track Improvements Status: Station and track improvements designs underway. \$25M included in RM2. Priority for federal funding. Status: Fairfield/Vacaville Train Station approved by CCJPB on 11-16-05.</p>	Fairfield/ Vacaville STA CCJPA	RM2 ADPE-STIP ITIP Local	X	X		\$35M FF/VV Station	Planning Dan Christians
27.	<p>Commuter Rail Stations A. Dixon Status: Environmental studies and Basis of Design Report underway for Benicia Intermodal Station; Plans underway for Dixon Intermodal Station; RTIP funds expected to be moved into later years of 2004 STIP. Oakland-Sacramento Regional Rail Study is developing preliminary cost estimates for each of these stations. Further detailed feasibility analysis, track improvements and refined cost estimates will be needed for each station. B. Benicia Develop funding & implementation study. C. Preserve Right-of-Way for Future Napa Solano Passenger Rail</p> <p>ECD: Ongoing</p>		RTIP E. CMAQ YSAQMD Clean Air Funds RM2	X	X	X	\$20M \$20M (Preliminary estimates for required track access and platform improvements.	Planning Dan Christians



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



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



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31.	<p><u>STA Marketing/Public Information</u></p> <p>A. Website B. Materials C. Events D. Transit Marketing E. Bus Wraps</p> <p>Status: RFP for new marketing consultant to develop new materials. ECD: New consultant retained Spring 2006</p>	STA	STAF TFCA Sponsors	X	X	X		Planning/Transit/ Rideshare Jayne Bauer Anna McLaughlin
32.	<p><u>Baylink Ferry Support and Operational</u></p> <p>A. Vallejo Station B. New Ferry C. Maintenance Facility</p> <p>Status: Continued to pursue funding.</p>	Vallejo	RTP Fed Demo Fed Boat TCRP Fed RM2 RTP	X	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
33.	<p><u>Route 30 Management</u></p> <p>A. Performance Monitoring B. Funding Agreement Update C. Marketing D. Jt. Fare Instrument</p> <p>Status: Marketing Plan initiated and funding agreement updated.</p>	STA	STAF	X	X			Transit/Rideshare Elizabeth Richards



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



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



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41.	<u>Solano Napa Commuter Information Program</u> A. Marketing SNCI Program B. Full Incentives Program C. Completion of Emergency Ride Home (ERH) Program D. Employer/Vanpool Program E. Campaigns F. Events G. Teleservices Status: Marketing, Incentives, and implemented. New ERH Program initiated.	STA	MTC TFCA ECMAQ YSAQMD	X	X	X	\$500,000	Transit/Rideshare Elizabeth Richards Anna McLaughlin
42.	<u>Abandoned and Vehicle Abatement Program</u> Status: Ongoing	STA	DMV	X	X	X	04/05 FY approx. \$350,000	Projects/Finance Susan Furtado

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Work Plan Summary (May 2006)

TASK	STATUS
Projects	
I-80/680/SR 12 Interchange	<ul style="list-style-type: none"> • Alternatives are being identified; STA has met with the staff from Fairfield, County and Suisun City for feedback on elements located within these jurisdictions. • Anticipate public meetings starting Mid-Summer with presentations and discussions of Alternatives. • News Letter was published in April 2006.
I-80 HOV Lane – Red Top Road to Air Base Parkway	<ul style="list-style-type: none"> • Draft environmental technical studies have been prepared with planned submittal to Caltrans for review in March 2006. • Based on the findings of these technical studies, the environmental document may be a simple CE with Technical Reports. • MTC made the initial Regional Measure 2 (RM2) in January for the Environmental and design work.
North Connector	<ul style="list-style-type: none"> • MTC made the initial Regional Measure 2 (RM2) Allocation in January for the design work. • STA held interviews for the design consultant on February 24, 2006. Contract with BKF Engineers has been executed. • Draft Coop has been developed by STA and submitted to the City of Fairfield and Solano County in April.
SR 12 Jameson Canyon	<ul style="list-style-type: none"> • Caltrans is currently the lead agency for this project. • STA developed draft MOU with Napa to be submitted to Caltrans in May.
I-80 HOV – Carquinez Bridge to SR 37	<ul style="list-style-type: none"> • Caltrans recently completed the PSR for the I-80 Westbound HOV Lane from Magazine Street to the Carquinez Bridge. This project cost is estimated to be \$17 million. • STA, in conjunction with CCTA and Caltrans, requested this project to be in the RM2 clean-up language as eligible for the RM2 funding from the CC I-80 Eastbound HOV Lane project, should sufficient funding be available. • STA issued a RFP on February 23, 2005 for a PSR for the I-80 Westbound HOV Lane between Magazine Street and SR 37 and I-80 Eastbound between the Carquinez Bridge and SR 37.
Jepson Parkway Project	<ul style="list-style-type: none"> • The Administrative Draft EIS/EIR is to submitted to Caltrans in May. • All of the 14 technical reports have been submitted to Caltrans for review. • Next step will be to work with FHWA to facilitate the Biological Opinion (BO) development by US Fish and Wildlife Service.
Travis Air Force Base Access Improvement Plan (North & South Gates)	<ul style="list-style-type: none"> • STA, Solano County, Suisun City and the City of Fairfield are currently preparing the Travis Air Force Base (AFB) Access Improvement Plan. The draft is expected to be completed in April. • The above group met with representatives from Travis to understand the Bases proposed improvements, specifically at the South Gate. • Next step will be to meet with Travis to develop priorities for the work based on current funding.

TASKS	STATUS
Project Study Reports (PSR's)	<ul style="list-style-type: none"> • STA will re-issue the RFP for Project Management Services for the SR 12/Church Road Improvements and the I-80 HOV Lanes/New Turner Parkway Overcrossing PSRs. • STA released the RFP for these PSRs on February 23, 2006 with proposals due back on May 10, 2006. • Caltrans has proposed to be the lead agency for the next PSR priority project, which is the EB I-80 Aux Lanes – Travis Blvd to Air Base Pkwy.
I-80 SHOPP Project (SR 12 to Leisure Town OC)	<ul style="list-style-type: none"> • I-80 \$41 million SHOPP project was programmed for FY 2009-10. • A \$2 million emergency project began to replace some damaged portions of I-80. • STA is working with Caltrans to advance the \$41 million project to FY 2007-08.
SR 12 Re-Alignment and Rio Vista Bridge Feasibility Study	<ul style="list-style-type: none"> • STA released the RFP to complete this study on February 23, 2006. • STA has submitted draft funding agreement to the City of Rio Vista for review.
SR 113 SHOPP Project	<ul style="list-style-type: none"> • SR 113 SHOPP Project- Caltrans is the lead agency for this project. STA, Caltrans to initiate construction activities in Mid May. • STA submitted a grant proposal in October 2005 to Caltrans for \$250,000 to study future SR 113 Corridor between SR 12 and I-80. Caltrans is currently reviewing the applications and working with the California Transportation Commission to notify successful grant applications in Spring 2006.
Planning	
Update of Countywide Traffic Safety Plan	<ul style="list-style-type: none"> • Countywide Traffic Safety Plan (Phase 1) was completed in July 2005. • A Safe Routes to School Study (SR2S) immediately kicked off as Phase 2 of the Countywide Traffic Safety Plan when the Update was approved by the STA Board in July 2005. • Initial data collection and preliminary findings for the SR2S Study will be part of a public input process scheduled to begin in Summer 2006. • Council/School Districts presentations underway.
Congestion Management Program (CMP)	<ul style="list-style-type: none"> • A CMP update was completed and adopted by the STA Board in October 2005. • The STA has ongoing efforts to monitor and provide comments on potential land use changes decisions made by STA member agencies which may impact the Solano CMP network. • CMP review letter provided to Fairfield for Walmart Project.
Countywide Traffic Model/GIS	<ul style="list-style-type: none"> • A Solano-Napa Travel Demand Model was completed and adopted by the STA Board in February 2005. • A follow up phase that includes a multi-model component has recently begun to get underway as part of a Caltrans Partnership Planning grant study entitled "Smarter Growth Along the I-80 Capitol Corridor."
STA's Transportation for Livable Communities (TLC) Program	<ul style="list-style-type: none"> • STA awarded \$150,000 in Solano TLC planning grants to the cities of Fairfield, Rio Vista and Suisun City. • A separate call for Solano TLC capital projects is anticipated to occur in June 2006. • STA staff will also continue to assist STA member agencies to apply for the Metropolitan Transportation Commission's Regional TLC capital, planning, and Housing Incentives Program funds. • STA is co-sponsoring a County Planning Commissions' Workshop in May/June.

TASKS	STATUS
Implementation of the STA's Alternative Modes Strategy	<ul style="list-style-type: none"> • The STA has developed an Alternative Modes Strategy that identifies STA discretionary funding over the next three fiscal year specifically for alternative modes type improvements. \$10 million is anticipated for TLC, bicycle, pedestrian, safe routes to school and alternative fuel vehicles. The STA Board adopted the strategy at their March 8, 2006 meeting.
Implementation of Countywide Bicycle Plan Priority Projects	<ul style="list-style-type: none"> • On-going. The Countywide Bicycle Plan identifies approximately \$56 million in bicycle improvements. STA staff will continue to work primarily with the STA Bicycle Advisory Committee to implement the priority projects. • BAC has identified Tier 1 and Tier 2 priorities for FY 2006-07.
Countywide Pedestrian Plan and Implementation Plan	<ul style="list-style-type: none"> • On-going. The Countywide Pedestrian Plan identifies \$25 million in pedestrian improvements needed for Solano County. STA staff will continue to work primarily with the STA Pedestrian Advisory Committee (PAC) to implement the Plan. • PAC has identified Tier 1 and Tier 2 priorities for FY 2006-07.
SR 12 Transit Corridor Study	<ul style="list-style-type: none"> • STA Board reviewed and approved the SR 12 Transit Corridor Study in February 2006. • The State Route 12 Corridor Study includes the following information: <ul style="list-style-type: none"> ○ 2005 and 2030 peak hour traffic projections ○ Proposed transit service phasing plan ○ Potential bus stop locations ○ Projected peak and off-peak ridership for the proposed service ○ Capital and operating costs for each phase • SR 12 Transit Corridor Study is available for implementation dependant on new funding revenue sources. • Rio Vista has initiated deviated fixed route service (Route 50).

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DATE: May 1, 2006
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: State Transit Assistance Funding (STAF) and Proposition 42 Transit Funding Policy Impact

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. STAF funds are generated as a percentage of sales tax. 50% of the funds are distributed to transit operators based on qualifying revenues. 50% of the funding is distributed to the region based on each region's relative share of the state-wide population. These population-based STAF funds flow through MTC for distribution and changes on how those funds will be distributed are under discussion.

Regional policy directs that the STAF funds be apportioned in a number of ways. In the Bay Area, there has been a Northern Counties STAF apportionment. From that apportionment Solano receives approximately \$500,000 a year. Each year, the Solano Transportation Authority (STA) has worked with local transit operators each year to distribute these annual funds. STAF funds have been used to provide financial assistance for public transportation, including funding for transit planning, operations, marketing, and capital acquisition projects.

There is also a Regional Paratransit apportionment, which is distributed to each county. For Solano County, this amount is approximately \$150,000 and has helped support the various paratransit operations throughout the county.

Vallejo Transit also receives STAF funds directly as a regional small operator.

The Metropolitan Transportation Commission (MTC) also retains some of the STAF funds for regional coordination activities.

Proposition 42 provides an additional increment of STAF funding for both the revenue-based and population-based funds. In the middle of FY 2005-06 these funds were received for the first time and allocated according to existing MTC policy. This resulted in additional \$250,000 for Solano County, which is being programmed in FY 2006-07. MTC is proposing to change how future STAF funds will generally be distributed by categories and STAF Prop 42 generated STAF funds specifically will be allocated throughout the region.

Discussion:

As part of the Regional Transportation Plan (T-2030), MTC has already approved the use of Prop 42 STAF funding to be directed to fund two regional programs: Lifeline Transportation and TransLink beginning in FY 2008-09. That leaves two years of Prop. 42 STAF funding under discussion (FY 2006-07 and FY 2007-08). Along with proposing how these funds will be allocated, MTC is proposing how STAF funds will be apportioned in general.

MTC's initial and subsequent proposals (Attachment A and C) have three key elements.

1. The overall growth of STAF funds will be distributed; how much will be retained regionally and how much will be used for MTC's regional projects.
2. The flow of funds currently has three primary funding allocations: Northern County, Small Operator (for the other five counties), and Regional Paratransit.
3. How to direct the Prop 42 increment, particularly in FY 2006-07 and FY 2007-08.

Concerning the first issue of how the growth of STAF funds is distributed, MTC is proposing to tie the increases in STAF for the Northern Counties and Small Operators to the Consumer Price Index (CPI). STAF is projected to grow faster than CPI. MTC's proposal is that the STAF increases above CPI would be retained by MTC to build a reserve fund for several purposes. The reserve would be used not only to meet CPI STAF increases in years that STAF fluctuations lower than a CPI increase, but also for region-wide coordination projects. For Solano and other counties projected to grow significantly, STAF growth is expected to be significant. Tying STAF growth to CPI will limit the funds available to Solano County and other Bay Area operators for transit services. Under current policy, MTC retains approximately two-thirds of the STAF funds for regional programs. STA staff proposes MTC maintain their current policy and continue to distribute the remaining one-third of the population-based STAF funds in proportion to each county's share of the region's population.

MTC proposes reducing the number of revenue streams for population-based STAF funds from three to one and tying all of these to the CPI as noted above. Currently, only Regional Paratransit apportionment is tied to CPI. Currently not all Solano transit operators are identified as Small Operators. In addition, much of the STAF funds currently allocated to Solano County are used for coordination among all the local small operators that is accomplished at the Congestion Management Agency (CMA) level in conjunction with the local transit operators. This includes marketing, multi-jurisdiction transit planning and coordination. STA staff proposes supporting combining Regional Paratransit and Northern County STAF funds while retaining the Small Operator apportionments back to the Small Operators. However, this is not intended to imply support for tying the Northern County STAF fund increases to CPI.

FY 2005-06 was the first year Prop. 42 funds were directed to the STAF population-based Northern County fund. This amounted to over \$250,000 in additional funds for Solano. In the long-term, MTC policy adopted as part of the Transportation 2030 Plan directed that the Prop. 42 increment be directed to two regional projects: TransLink and Lifeline. This would be effective with the FY 2008-09 funds allocation. Should the State budget include a Prop 42 transfer in FY 2006-07 and FY 2007-08, the issue is how would the approximately \$6 - \$7 million be distributed each year. MTC is proposing to

distribute FY 2006-07 STAF funds according to existing policy which STA staff supports. For FY 2007-08, MTC proposes to retain the Prop. 42 increment in full for regional programs such as implementation of the Regional Measure 2 (RM 2) Transit Connectivity Study, the MTC Coordination program, etc. This would reduce the amount of funding available to Solano County transit services. STA proposes that the FY 2007-08 Prop. 42 increment be distributed according to existing policy as well.

Recommendation:

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

Attachments:

- A. MTC (April 17, 2006) proposal with population-based STAF and Prop 42
- B. STA Recommended Modifications to MTC proposal for Prop 42 population-based STAF
- C. MTC (May 3, 2006) proposal with population-based STAF and Prop 42

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: April 17, 2006

FR: Alix Bockelman

RE: STA Population-Based Policy

Background

The statewide State Transit Assistance (STA) fund is distributed as follows:

- 50% of the funding is distributed to transit operators on the basis of qualifying revenues. Qualifying revenues are essentially locally generated revenues (fares, sales taxes, property taxes, etc.). Each operator's proportional share of total statewide qualifying revenues determines that operator's percentage of the statewide fund.
- 50% of the funding is distributed to the regions based on each region's relative share of the statewide population.

Because of the local resources devoted to transit in the Bay Area, our region receives more revenue-based than population-based funds. In the current fiscal year, for example, the revenue-based amount is \$38.2 million while the population-based amount is \$13.3 million.

Current MTC Policy Governing the Distribution of the Population-Based Funds

The distribution of the population-based funds in the Bay Area is at MTC's discretion. MTC adopted a policy in 1991 that defines this distribution:

- *Northern Counties:* Apportioned to each of the four counties (Marin, Sonoma, Solano excluding Vallejo, and Napa) in proportion to each county's share of the region's population.
- *Small Operators:* Apportioned to the small operator service areas to reflect the relative population of the service area compared to the population of the southern five counties (Small ops include CCCTA, ECCTA, LAVTA, Union City, WestCAT, and Vallejo).
- *Regional Paratransit Program:* Apportioned base amount with an annual consumer price index (CPI) adjustment to each of the nine counties in proportion to each county's share of the region's transportation disabled population as determined by the 1990 Regional Paratransit Plan. The funds are to be used only for services to meet requirements of the Americans with Disabilities Act.
- *MTC Regional Coordination Program:* The balance of Population Based funds are available for regional coordination activities, such as the implementation of TransLink®.

In FY 2005-06 and proposed in FY 2006-07, Proposition 42 provides an additional increment of STA funding in both the revenue-based and population-based funds. There is projected to be an additional increase in this Proposition 42 increment in FY 2008-09 when the TCRP project obligations are supposed to be satisfied, the funds are distributed 40% to the STIP, 40% to Streets and Road, and 20% to the Public Transportation Account – half of which flows to STA.

MTC's Transportation 2030 Plan directed the population-based increment starting in FY 2008-09 for the Lifeline and TransLink® programs.

In the current fiscal year, the Population-Based Proposition 42 increment was distributed based on the current policy. The FY 2006-07 Fund Estimate held this increment in reserve pending a review of the STA Population-Based distribution policy. This was prompted by a concern that, if the Northern County and Small operators increased service based on the Proposition 42 bump, it could not be sustained in FY 2008-09 when this increment was shifted to the Transportation 2030 commitments.

It also prompted a look at the overall STA Population-Based distribution policy, given the funding changes in the past 15 years, and additional coordination needs identified in the recently adopted Transit Connectivity Plan. Further, the Commission is holding a workshop in May that will examine transit efficiency, consolidation, and coordination opportunities. The STA Population-Based funding is the region's discretionary transit funding to address any policy objectives that may result from this workshop and subsequent work with the region's transit agencies.

Proposed Long-Term STA Population-Based Policy

We are proposing the following changes to the STA population-based distribution policy beginning in FY 2007-08.

1. Annual change for the Northern County and Small Operator funds would be based on CPI using FY 2005-06 as the base year. The CPI adjustment is the same method used for the Regional Paratransit fund. This would give more funding stability to these operators by eliminating potentially large annual fluctuations. This would facilitate service planning for routes dependent on this funding.

Since long-term STA growth is expected to exceed the CPI, it would also provide an increment of additional funding for coordination projects in these areas and region-wide. Under the proposal, the MTC Coordination Program would assume the risk for fluctuations in STA revenues, to ensure that the CPI adjustments for the Northern Counties and Small Operator elements can be met in any given year. Therefore, staff would propose that a reserve be created to ensure continuity of the regional services should funding levels experience a sudden decrease. The prudent amount for the reserve is still being evaluated.

2. Merge the Northern County, Small Operator, and Regional Paratransit funds into one fund and apportion this by transit operator. Since all three funds would now have a common CPI growth factor, this gives MTC the opportunity to simplify the allocation process, and also provides the operators more flexibility in the use of these funds. The base amounts for each operator in the current fiscal year would establish the initial apportionment, and the amount would grow by CPI. Since the FY 2006-07 Fund Estimate was already adopted, the first year using this new method would be FY 2007-08.

3. Phase out the interim Proposition 42 increment (FY's 06-08) for the Northern County and Small Operators by distributing the Proposition 42 increment for FY 2006-07 using the existing policy, and eliminating the distribution of this increment to the Northern Counties and Small Operators in FY 2007-08, should the state budget include a Proposition 42 transfer. Incorporate the Transportation 2030 commitment starting in FY 2008-09 to direct the Population-Based Proposition 42 increment to the Lifeline Program and TransLink®.

Attachment 1 illustrates the proposed policy, based on assumed STA funding levels. The assumption for CPI for 2008 and beyond is 3%; however, for purposes of calculating annual funding levels in the Fund Estimate, the actual CPI change from the immediate past year is proposed to be used. The assumption for fuel prices and consumption are based on Caltrans Travel Trends, and result in roughly a 5.5% annual growth in STA revenues. The amounts for each jurisdiction, therefore, are estimates only and subject to refinement.

Proposal for Pre-FY 2008-09 Proposition 42 Increment

As noted above, MTC has had several years of Proposition 42 transfers without a specific policy for the distribution of the funds. This has resulted in \$4 million from FY 2005-06 and \$7 million for FY 2006-07 being held in reserve. The amount from FY 2005-06 is the amount that would have accrued to the MTC Coordination program since the Northern Counties and Small Operators received their formula distributions based on the 1991 STA Population-Based policy.

As you will recall, the Proposition 42 increment was initially expected to fund the start-up of Express Bus services for a five-year period. Given the lack of predictability of the Proposition 42 fund source, MTC directed some CMAQ funds as well as RM2 funds to backfill this commitment. There is still a remaining commitment, however, for Samtrans and LAVTA that will need to be satisfied through STA funding. This commitment to Express Bus of roughly \$2.2 million is proposed to be met through a combination of 1) the balance of Express Bus carryover funds after meeting the capital obligations and 2) the MTC Coordination Program or the Proposition 42 reserve.

Therefore, for FY 2006-07, MTC is proposing to distribute the Northern County and Small Operator funds by the original formula, or roughly \$2.4 million. This will leave roughly \$4.7 million in reserve for FY 2006-07, for a total of \$8.7 million in reserve for regional coordination projects/new initiatives. In addition, for this proposal, any transfer of Prop 42 for FY 2008 would augment the reserve for regional coordination projects/new initiatives, as discussed below. Attachment 2 illustrates the proposed change to distribute Proposition 42 to the Northern Counties and Small Operators within the format of the FY 2006-07 Fund Estimate.

Among the key areas of focus for the Commission is transit connectivity. As part of the recommendation to the April Planning Committee, staff has developed preliminary transit connectivity funding principles. This initial proposal is to fund the entire connectivity capital cost, and a portion of the estimate replacement/maintenance costs, with State Transit Assistance (STA) regional discretionary funds. The capital cost is estimated to be roughly \$9.6 million for wayfinding signage, transit information displays, and 511/Real-Time displays. The estimated annual regional cost of maintenance and replacement is roughly \$400,000.

Partnership Technical Advisory Committee
April 17, 2006
Page 4

Next Steps

The goal is to formulate a recommendation with PTAC by the May meeting to allow a proposal to move forward to the Partnership Board at its June meeting. Therefore, we are seeking comments and suggestions on the proposed policy.

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ATTACHMENT 1

Recommended Base Population-Based Policy - Projected Funding Level Summarized by Operator

Apportionment Jurisdictions	Population - Based Funds			Total FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
	Northern Counties	Small Operators	Regional Paratransit										
Operator													
AC Transit	-	-	897,782	897,782		940,436	968,649	997,708	1,027,639	1,058,469	1,090,223	1,122,929	1,156,617
CCCTA	-	936,882	179,623	1,116,505		1,169,551	1,204,637	1,240,776	1,277,999	1,316,339	1,355,830	1,396,505	1,438,400
Dixon	28,000	-	-	28,000		29,330	30,210	31,116	32,050	33,011	34,002	35,022	36,073
ECCTA	-	513,278	94,721	607,999		636,885	655,992	675,672	695,942	716,820	738,325	760,474	783,289
Fairfield	109,845	-	-	109,845		115,064	118,516	122,071	125,733	129,505	133,390	137,392	141,514
GGBHTD	475,031	-	118,691	593,722		621,930	640,588	659,805	679,599	699,987	720,987	742,617	764,895
LAVTA	-	359,074	44,541	403,615		422,791	435,474	448,538	461,995	475,854	490,130	504,834	519,979
Muni	-	-	663,521	663,521		695,045	715,896	737,373	759,494	782,279	805,748	829,920	854,818
NCPTA	249,895	-	63,363	313,258		328,141	337,985	348,124	358,568	369,325	380,405	391,817	403,571
SamTrans	-	-	367,394	367,394		384,849	396,394	408,286	420,535	433,151	446,145	459,530	473,316
Santa Rosa	295,140	-	63,667	358,807		375,854	387,130	398,743	410,706	423,027	435,718	448,789	462,253
Sonoma County Transit	497,396	-	108,253	605,649		634,423	653,456	673,060	693,252	714,049	735,471	757,535	780,261
Union City	-	136,121	58,915	195,036		204,302	210,431	216,744	223,247	229,944	236,842	243,948	251,266
Vallejo	175,000	234,791	88,000	497,791		521,441	537,084	553,197	569,793	586,887	604,493	622,628	641,307
VTA	-	-	761,201	761,201		797,366	821,287	845,925	871,303	897,442	924,365	952,096	980,659
WestCAT	-	126,263	28,625	154,888		162,247	167,114	172,127	177,291	182,610	188,088	193,731	199,543
Petaluma	85,483	-	23,051	108,534		113,690	117,101	120,614	124,233	127,960	131,798	135,752	139,825
Unallocated Northern County	267,851	-	-	267,851		280,577	288,994	297,664	306,594	315,792	325,265	335,023	345,074
Unallocated ParaTransit	-	-	47,574	47,574		49,834	51,329	52,869	54,455	56,089	57,772	59,505	61,290
Projected Funds for Connectivity/New Initiatives						239,479	373,209	536,393	676,809	798,197	941,105	1,096,621	1,270,119
MTC Coordination Program				5,210,977		5,928,962	6,355,408	6,844,623	7,294,174	7,711,561	8,176,588	8,671,909	9,208,248
Total	2,183,641	2,306,409	3,608,922	13,309,949		14,652,195	15,466,884	16,381,431	17,241,410	18,058,299	18,952,690	19,898,576	20,912,315

Distribution Based on Current Policy

- Note:**
- In the case that the operator is the sole claimant for the fund, revenue estimates in Res. 3727 are used. Otherwise, FY 2006 actual allocation numbers are used.*
 - Projection based on CPI of 1.7% for FY 2007, and projected annual factor of 3.0% thereafter.*

**ATTACHMENT 2 - PROPOSED REVISION TO THE FY 2006-07 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

FY 2005-06 February Revenue Estimates FY 2005-06 Actual Revenue with Prop 42 FY 2005-06 Revenue Adjustment Due to Prop 42	FY 2005-06 Projected Carryover				E=Sum(A:D) 6/30/06 Projected Carryover	F FY 2007 Revenue Estimate ³	G FY 2007 Prop 42 Increment	H=Sum(E:G) Total Available For Allocation
	A 6/30/05 Balance ¹	B FY 2004-06 Outstanding Commitments ²	C FY 2006 Revenue Estimate	D FY 2006 Prop 42 Increment				
Column	FY 2005-06 Base Funds FY 2006-07 Prop 42 Increment Total Funds Available							
Apportionment Jurisdictions								
Northern Counties								
Marin	4,279	(479,308)	475,030	219,766	219,767	557,094	250,356	1,027,217
Napa	1	(180,000)	249,895	115,610	185,506	294,106	132,170	611,782
Solano (less Vallejo)	407,025	(714,895)	560,939	259,510	512,579	662,895	297,903	1,473,377
Sonoma	2	(878,019)	897,778	415,344	435,105	1,055,651	474,406	1,965,162
SUBTOTAL	411,307	(2,252,222)	2,183,641	1,010,230	1,352,956	2,569,746	1,154,835	5,077,538
Small Operators								
CCCTA	-	(928,693)	936,882	433,435	441,625	1,098,835	493,813	2,034,272
ECCTA	370,428	(370,427)	513,278	237,461	750,740	612,494	275,253	1,638,487
LAVTA	-	(356,037)	359,074	166,120	169,157	426,525	191,679	787,361
Union City	90,477	(134,920)	136,121	62,974	154,653	159,235	71,560	385,447
WestCAT	-	(125,061)	126,263	58,414	59,616	152,037	68,325	279,978
Vallejo	11,014	(245,804)	234,791	108,623	108,624	273,047	122,707	504,378
SUBTOTAL	471,919	(2,160,942)	2,306,409	1,067,028	1,684,414	2,722,173	1,223,336	5,629,923
Regional Paratransit								
Alameda	29,503	(869,905)	840,405	-	3	854,692	-	854,694
Contra Costa	-	(434,302)	434,301	-	(1)	441,685	-	441,684
Marin	4,653	(101,680)	97,027	-	0	98,677	-	98,677
Napa	-	(55,000)	63,363	-	8,363	64,440	-	72,803
San Francisco	-	(663,521)	663,522	-	1	674,802	-	674,802
San Mateo	1	(367,394)	367,394	-	1	373,640	-	373,641
Santa Clara	-	(761,201)	761,201	-	(0)	774,141	-	774,141
Solano	78,412	(193,944)	180,749	-	65,217	183,822	-	249,039
Sonoma	15,675	(216,634)	200,960	-	1	204,376	-	204,377
SUBTOTAL	128,244	(3,663,581)	3,608,922	-	73,585	3,670,274	-	3,743,859
Regional Express Bus Program	745,215	-	-	-	745,215	-	-	745,215
MTC Regional Coordination Program⁴	20,046,362	(4,388,607)	5,210,977	-	20,868,732	6,696,004	-	27,564,736
Prop. 42 Increment	-	-	-	4,080,401	4,080,401	-	4,658,571	8,738,972
GRAND TOTAL	21,803,047	(12,465,352)	13,309,949	6,157,659	28,803,303	15,658,197	7,036,742	51,500,242

1. Balance as of 6/30/05 is from MTC FY 2004-05 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2005, and FY 2005-06 allocations as of January 31, 2006.
3. The FY 2006-07 STA Fund Estimate is based on \$235.44 million in STA statewide as proposed in the Governor's FY 2006-07 budget, of which \$73 million is Prop 42 funds.
4. Committed to TransLink® and other MTC Customer Service projects.

**STAF Population-Based Allocations
STA Position on MTC Proposal**

1. Maintain current policy and direct all STAF population-based growth for North Counties and local operators to CMA and local operators entities and do not retain additional amount at the regional level.
2. Support future merging of Northern County and Regional Paratransit STAF population-based apportionments based on growth to CMA.
3. Maintain Small Operator apportionments of STAF population-based to Small Operators.
4. Distribute Prop. 42 increment in FY 2006-07 and FY 2007-08 using current MTC policy.
5. For FY 2008-09 and thereafter, request MTC fund Transit Connectivity program and other regional transit programs with Prop. 42 increment rather than STAF population-based growth.

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Memorandum

TO: Transit Finance Working Group

DATE: May 3, 2006

FR: Vince Petrites

RE: STA Population-Based Policy

MTC staff provided an overview of the STA Population-Based policy – both its history and proposed recommendations for changes to the policy – at the April 17th Partnership TAC meeting. The discussion at PTAC was meant to kick-off a discussion, with a proposed milestone of making a recommendation on the STA Population-Based policy to the Partnership Board at its June 5th meeting.

The comments received to-date fall into the following general categories:

- **Growth vs. CPI Index:** Request to share in growth of STA funding and not be limited to a CPI based growth factor. Several comments discussed significant growth in counties and service areas and the need for this growth to be reflected in funding distribution. In addition, some comments focused on the need to update the paratransit distributions to reflect changes to disabled populations that may have occurred between the 1990 and 2000 census.
- **Grouping for Northern Counties:** Request to aggregate Northern County funding by county rather than by operator because this allows better coordination for funding and service planning in these areas;
- **Return on Investment:** There was a concern about the use of funds if MTC is given more discretion and whether there will be an adequate return on investment for northern counties and small operators;
- **Process and Timeline:** Request to delay discussion on this item until the August Board meeting. There was a concern that the June Partnership Board meeting was too soon and the timeline would not allow a thorough vetting of the issues.

In response to these comments, MTC staff is proposing, at this time, one change to its earlier recommendation that involves grouping Northern County funding – both the funds that were previously distributed to each county under the Northern County pot and the Regional Paratransit pot. The purpose of this requested change is to enhance coordination among transit properties so this suggestion supports MTC's policy objectives. In addition, we hope to continue the dialogue regarding the concerns related to growth rates, return on investment, and process and timeline at today's meeting.

The revised proposal, including Northern county aggregation, is included in Attachment 1. In addition, Attachment 3 provides information on the projected distributions based on the old policy and proposed distributions based on the new policy to better inform the discussion. As shown, the potential difference between the staff recommended change to the policy and the original policy is modest – within 4% of the original policy in the early years increasing to

roughly 15% of the original policy in FY 2014-15 – even based on optimistic growth and no decreases to STA revenues over the period.

Background

The statewide State Transit Assistance (STA) fund is distributed as follows:

- 50% of the funding is distributed to transit operators on the basis of qualifying revenues. Qualifying revenues are essentially locally generated revenues (fares, sales taxes, property taxes, etc.). Each operator's proportional share of total statewide qualifying revenues determines that operator's percentage of the statewide fund.
- 50% of the funding is distributed to the regions based on each region's relative share of the statewide population.

Because of the local resources devoted to transit in the Bay Area, our region receives more revenue-based than population-based funds. In the current fiscal year, for example, the revenue-based amount is \$38.2 million while the population-based amount is \$13.3 million.

Current MTC Policy Governing the Distribution of the Population-Based Funds

The distribution of the population-based funds in the Bay Area is at MTC's discretion. MTC adopted a policy in 1991 that defines this distribution:

- *Northern Counties:* Apportioned to each of the four counties (Marin, Sonoma, Solano excluding Vallejo, and Napa) in proportion to each county's share of the region's population. These funds are actually allocated to transit operators within the county based on a county recommended distribution.
- *Small Operators:* Apportioned to the small operator service areas to reflect the relative population of the service area compared to the population of the southern five counties (Small ops include CCCTA, ECCTA, LAVTA, Union City, WestCAT, and Vallejo).
- *Regional Paratransit Program:* Apportioned base amount with an annual consumer price index (CPI) adjustment to each of the nine counties in proportion to each county's share of the region's transportation disabled population as determined by the 1990 Regional Paratransit Plan. The funds are to be used only for services to meet requirements of the Americans with Disabilities Act.
- *MTC Regional Coordination Program:* The balance of Population-Based funds are available for regional coordination activities, such as the implementation of TransLink®.

In FY 2005-06 and proposed in FY 2006-07, Proposition 42 provides an additional increment of STA funding in both the revenue-based and population-based funds. There is projected to be an additional increase in this Proposition 42 increment in FY 2008-09 when the TCRP project obligations are supposed to be satisfied, the funds are distributed 40% to the STIP, 40% to Streets and Road, and 20% to the Public Transportation Account – half of which flows to STA. MTC's Transportation 2030 Plan directed the population-based increment starting in FY 2008-09 for the Lifeline and TransLink® programs.

In the current fiscal year, the Population-Based Proposition 42 increment was distributed based on the current policy. The FY 2006-07 Fund Estimate held this increment in reserve pending a review of the STA Population-Based distribution policy. This was prompted by a concern that,

if the Northern County and Small operators increased service based on the Proposition 42 bump, it could not be sustained in FY 2008-09 when this increment was shifted to the Transportation 2030 commitments.

It also prompted a look at the overall STA Population-Based distribution policy, given the funding changes in the past 15 years, and additional coordination needs identified in the recently adopted Transit Connectivity Plan. Further, the Commission is holding a workshop in May that will examine transit efficiency, consolidation, and coordination opportunities. The STA Population-Based funding is the region's discretionary transit funding to address any policy objectives that may result from this workshop and subsequent work with the region's transit agencies.

Proposed Long-Term STA Population-Based Policy

We are proposing the following changes to the STA population-based distribution policy beginning in FY 2007-08.

1. Annual change for the Northern County and Small Operator funds would be based on CPI using FY 2005-06 as the base year. The CPI adjustment is the same method used for the Regional Paratransit fund. This would give more funding stability to these operators by eliminating potentially large annual fluctuations. This would facilitate service planning for routes dependent on this funding.

Since long-term STA growth is expected to exceed the CPI, it would also provide an increment of additional funding for coordination projects in these areas and region-wide. Under the proposal, the MTC Coordination Program would assume the risk for fluctuations in STA revenues, to ensure that the CPI adjustments for the Northern Counties and Small Operator elements can be met in any given year. Therefore, staff would propose that a reserve be created to ensure continuity of the regional services should funding levels experience a sudden decrease. The prudent amount for the reserve is still being evaluated.

2. Merge the Northern County, Small Operator, and Regional Paratransit funds into one fund and apportion this by county for the Northern Counties and by transit operator for the Small Operators. Since all three funds would now have a common CPI growth factor, this gives MTC the opportunity to simplify the allocation process, and also provides the operators more flexibility in the use of these funds. The base amounts for each operator in the current fiscal year would establish the initial apportionment, and the amount would grow by CPI. Since the FY 2006-07 Fund Estimate was already adopted, the first year using this new method would be FY 2007-08.
3. Phase out the interim Proposition 42 increment (FY's 06-08) for the Northern County and Small Operators by distributing the Proposition 42 increment for FY 2006-07 using the existing policy, and eliminating the distribution of this increment to the Northern Counties and Small Operators in FY 2007-08, should the state budget include a Proposition 42 transfer. Incorporate the Transportation 2030 commitment starting in FY 2008-09 to direct the Population-Based Proposition 42 increment to the Lifeline Program and TransLink®.

Attachment 1 illustrates the *revised* proposed policy, based on assumed STA funding levels. The assumption for CPI for 2008 and beyond is 3%; however, for purposes of calculating annual funding levels in the Fund Estimate, the actual CPI change from the immediate past year is proposed to be used. The assumption for fuel prices and consumption are based on Caltrans Travel Trends, and result in roughly a 5.5% annual growth in STA revenues. The amounts for each jurisdiction, therefore, are estimates only and subject to refinement.

Proposal for Pre-FY 2008-09 Proposition 42 Increment

As noted above, MTC has had several years of Proposition 42 transfers without a specific policy for the distribution of the funds. This has resulted in \$4 million from FY 2005-06 and \$7 million for FY 2006-07 being held in reserve. The amount from FY 2005-06 is the amount that would have accrued to the MTC Coordination program since the Northern Counties and Small Operators received their formula distributions based on the 1991 STA Population-Based policy.

As you will recall, the Proposition 42 increment was initially expected to fund the start-up of Express Bus services for a five-year period. Given the lack of predictability of the Proposition 42 fund source, MTC directed some CMAQ funds as well as RM2 funds to backfill this commitment. There is still a remaining commitment, however, for Samtrans and LAVTA that will need to be satisfied through STA funding. This commitment to Express Bus of roughly \$2.2 million is proposed to be met through a combination of 1) the balance of Express Bus carryover funds after meeting the capital obligations and 2) the MTC Coordination Program or the Proposition 42 reserve.

Therefore, for FY 2006-07, MTC is proposing to distribute the Northern County and Small Operator funds by the original formula, or roughly \$2.4 million. Attachment 2 illustrates the proposed change to distribute Proposition 42 to the Northern Counties and Small Operators within the format of the FY 2006-07 Fund Estimate. This will leave roughly \$4.7 million in reserve for FY 2006-07, for a total of \$8.7 million in reserve for regional coordination projects/new initiatives. In addition, for this proposal, any transfer of Prop 42 for FY 2008 would augment the reserve for regional coordination projects/new initiatives.

Among the key areas of regional coordination focus for the Commission is transit connectivity. As part of the recommendation to the April Planning Committee, staff has developed preliminary transit connectivity funding principles. This initial proposal is to fund the entire connectivity capital cost, and a portion of the estimate replacement/maintenance costs, with State Transit Assistance (STA) regional discretionary funds. The capital cost is estimated to be roughly \$10 million for wayfinding signage, transit information displays, and 511/Real-Time displays (this estimate has been updated to include signage for the international airport terminals). The majority of this would be funded from the \$8.7 million reserve. The estimated annual regional cost of maintenance and replacement to be funded by regional discretionary STA funds in the overall Regional Coordination Program is roughly \$400,000.

Next Steps

The goal is to formulate a recommendation with PTAC by the May meeting to allow a proposal to move forward to the Partnership Board at its June meeting. While concern was expressed that our timeline was too aggressive, we do need to settle the distribution of the Prop 42 increment in

Transit Finance Working Group
May 3, 2006
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the Fund Estimate so that projects can move forward. Therefore, we are seeking comments and suggestions on the proposed policy.

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ATTACHMENT 1

Recommended Base Population-Based Policy - Projected Funding Level Summarized by County or Operator

Apportionment Jurisdictions	Population - Based Funds			FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
	Northern Counties	Small Operators	Regional Paratransit									
Operator												
AC Transit	-	-	897,782		940,436	968,649	997,708	1,027,639	1,058,469	1,090,223	1,122,929	1,156,617
CCCTA	-	936,882	1,116,505	1,169,551	1,204,637	1,240,776	1,277,999	1,277,999	1,316,339	1,355,830	1,396,505	1,438,400
ECCTA	-	513,278	94,721	636,885	655,992	675,672	695,942	695,942	716,820	738,325	760,474	783,289
LAVTA	-	359,074	44,541	422,791	435,474	448,538	461,995	461,995	475,854	490,130	504,834	519,979
Muni	-	-	663,521	695,045	715,896	737,373	759,494	759,494	782,279	805,748	829,920	854,818
SamTrans	-	-	367,394	384,849	396,394	408,286	420,535	420,535	433,151	446,145	459,530	473,316
Union City	-	136,121	29,414	173,400	178,602	183,960	189,478	189,478	195,163	201,018	207,048	213,260
Vallejo	-	234,791	234,791	245,946	253,324	260,924	268,752	268,752	276,814	285,119	293,672	302,483
VTA	-	-	761,201	797,366	821,287	845,925	871,303	871,303	897,442	924,365	952,096	980,659
WestCAT	-	126,263	28,625	162,247	167,114	172,127	177,291	177,291	182,610	188,088	193,731	199,543
Mann	475,030	-	97,027	599,236	617,213	635,729	654,801	654,801	674,445	694,678	715,519	736,984
Napa	249,895	-	63,363	328,141	337,985	348,124	358,568	358,568	369,325	380,405	391,817	403,571
Solano (less Vallejo)	560,939	-	180,749	776,926	800,234	824,241	848,968	848,968	874,437	900,670	927,690	955,521
Sonoma	897,778	-	200,960	1,150,938	1,185,467	1,221,031	1,257,661	1,257,661	1,295,391	1,334,253	1,374,281	1,415,509
Projected Funds for Connectivity/New Initiatives				239,479	373,209	536,393	676,809	676,809	798,197	941,105	1,096,621	1,270,119
SMTC Coordination Program				5,928,962	6,355,408	6,844,623	7,294,174	7,294,174	7,711,561	8,176,588	8,671,909	9,208,248
Total	2,183,641	2,306,409	3,608,921	14,652,194	15,466,884	16,381,430	17,241,409	17,241,409	18,058,298	18,952,689	19,898,575	20,912,315

Distribution Based on Current Policy

Note:

- In the case that the operator is the sole claimant for the fund, revenue estimates in Res. 3727 are used. Otherwise, FY 2006 actual allocation numbers are used.*
- Projection based on CPI of 1.7% for FY 2007, and projected annual factor of 3.0% thereafter.*

**ATTACHMENT 2 - PROPOSED REVISION TO THE FY 2006-07 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

FY 2005-06 February Revenue Estimates FY 2005-06 Actual Revenue with Prop 42 FY 2005-06 Revenue Adjustment Due to Prop 42	FY 2005-06 Projected Carryover				FY 2006-07 Base Funds				FY 2006-07 Prop 42 Increment				Total Funds Available			
	A	B	C	D	E=Sum(A:D)	F	G	H=Sum(E:G)	FY 2006 Revenue Estimate	FY 2006 Prop 42 Increment	FY 2007 Revenue Estimate ³	FY 2007 Prop 42 Increment	FY 2006 Revenue Estimate	FY 2006 Prop 42 Increment	FY 2007 Revenue Estimate	FY 2007 Prop 42 Increment
Column	6/30/05 Balance ¹	FY 2004-06 Outstanding Commitments ²	FY 2006 Revenue Estimate	FY 2006 Prop 42 Increment	6/30/06 Projected Carryover	FY 2007 Revenue Estimate ³	FY 2007 Prop 42 Increment	FY 2006 Revenue Estimate	FY 2006 Prop 42 Increment	FY 2007 Revenue Estimate	FY 2007 Prop 42 Increment	FY 2006 Revenue Estimate	FY 2006 Prop 42 Increment	FY 2007 Revenue Estimate	FY 2007 Prop 42 Increment	Total Available For Allocation
Northern Counties																
Marin	4,279	(479,308)	475,030	219,766	219,766	557,094	250,356	475,030	219,766	557,094	250,356	475,030	219,766	557,094	250,356	1,027,217
Napa	1	(180,000)	249,895	115,610	115,610	294,106	132,170	249,895	115,610	294,106	132,170	249,895	115,610	294,106	132,170	611,782
Solano (less Vallejo)	407,025	(714,895)	560,939	259,510	259,510	662,895	297,903	560,939	259,510	662,895	297,903	560,939	259,510	662,895	297,903	1,473,377
Sonoma	2	(878,019)	897,778	415,344	415,344	1,055,651	474,406	897,778	415,344	1,055,651	474,406	897,778	415,344	1,055,651	474,406	1,965,162
SUBTOTAL	411,307	(2,252,222)	2,183,641	1,010,230	1,010,230	2,569,746	1,154,835	2,183,641	1,010,230	2,569,746	1,154,835	2,183,641	1,010,230	2,569,746	1,154,835	5,077,538
Small Operators																
CCCTA	-	(928,693)	936,882	433,435	433,435	1,098,835	493,813	936,882	433,435	1,098,835	493,813	936,882	433,435	1,098,835	493,813	2,034,272
ECCTA	370,428	(370,427)	513,278	237,461	237,461	612,494	275,253	513,278	237,461	612,494	275,253	513,278	237,461	612,494	275,253	1,638,487
H-LAVTA	-	(356,037)	359,074	166,120	166,120	426,525	191,679	359,074	166,120	426,525	191,679	359,074	166,120	426,525	191,679	787,361
Union City	90,477	(134,920)	136,121	62,974	62,974	159,235	71,560	136,121	62,974	159,235	71,560	136,121	62,974	159,235	71,560	385,447
WestCAT	-	(125,061)	126,263	58,414	58,414	152,037	68,325	126,263	58,414	152,037	68,325	126,263	58,414	152,037	68,325	279,978
Vallejo	11,014	(245,804)	234,791	108,623	108,623	273,047	122,707	234,791	108,623	273,047	122,707	234,791	108,623	273,047	122,707	504,378
SUBTOTAL	471,919	(2,160,942)	2,306,409	1,067,028	1,067,028	2,722,173	1,223,336	2,306,409	1,067,028	2,722,173	1,223,336	2,306,409	1,067,028	2,722,173	1,223,336	5,629,923
Regional Paratransit																
Alameda	29,503	(869,905)	840,405	-	-	854,692	-	840,405	-	854,692	-	840,405	-	854,692	-	854,694
Contra Costa	-	(434,302)	434,301	-	-	441,685	-	434,301	-	441,685	-	434,301	-	441,685	-	441,684
Marin	4,653	(101,680)	97,027	-	-	98,677	-	97,027	-	98,677	-	97,027	-	98,677	-	98,677
Napa	-	(55,000)	63,363	-	-	64,440	-	63,363	-	64,440	-	63,363	-	64,440	-	72,803
San Francisco	-	(663,521)	663,522	-	-	674,802	-	663,522	-	674,802	-	663,522	-	674,802	-	674,802
San Mateo	1	(367,394)	367,394	-	-	373,640	-	367,394	-	373,640	-	367,394	-	373,640	-	373,641
Santa Clara	-	(761,201)	761,201	-	-	774,141	-	761,201	-	774,141	-	761,201	-	774,141	-	774,141
Solano	78,412	(193,944)	180,749	-	-	183,822	-	180,749	-	183,822	-	180,749	-	183,822	-	249,039
Sonoma	15,675	(216,634)	200,960	-	-	204,376	-	200,960	-	204,376	-	200,960	-	204,376	-	204,377
SUBTOTAL	128,244	(3,663,581)	3,608,922	-	-	3,670,274	-	3,608,922	-	3,670,274	-	3,608,922	-	3,670,274	-	3,743,859
Regional Express Bus Program	745,215	-	-	-	745,215	-	-	-	-	-	-	-	-	-	-	745,215
MTC Regional Coordination Program⁴	20,046,362	(4,388,607)	5,210,977	-	20,868,732	6,696,004	-	5,210,977	-	6,696,004	-	5,210,977	-	6,696,004	-	27,564,736
Prop. 42 Increment	-	-	-	4,080,401	4,080,401	-	-	-	4,080,401	-	-	-	4,080,401	-	4,658,571	8,738,972
GRAND TOTAL	21,803,047	(12,465,352)	13,309,949	6,157,659	28,805,303	15,658,197	7,036,742	13,309,949	6,157,659	15,658,197	7,036,742	13,309,949	6,157,659	15,658,197	7,036,742	51,500,242

1. Balance as of 6/30/05 is from MTC FY 2004-05 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2005, and FY 2005-06 allocations as of January 31, 2006.
3. The FY 2006-07 STA Fund Estimate is based on \$235.44 million in STA statewide as proposed in the Governor's FY 2006-07 budget, of which \$73 million is Prop 42 funds.
4. Committed to TransLink® and other MTC Customer Service projects.

ATTACHMENT 3

Recommended Base Population-Based Policy - Projected Funding Level Summarized by County or Operator

Apportionment Jurisdictions	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Operator								
AC Transit	940,436	968,649	997,708	1,027,639	1,058,469	1,090,223	1,122,929	1,156,617
CCCTA	1,169,551	1,204,637	1,240,776	1,277,999	1,316,339	1,355,830	1,396,505	1,438,400
ECCTA	636,885	655,992	675,672	695,942	716,820	738,325	760,474	783,289
LAVTA	422,791	435,474	448,538	461,995	475,854	490,130	504,834	519,979
Muni	695,045	715,896	737,373	759,494	782,279	805,748	829,920	854,818
SamTrans	384,849	396,394	408,286	420,535	433,151	446,145	459,530	473,316
Union City	173,400	178,602	183,960	189,478	195,163	201,018	207,048	213,260
Vallejo	245,946	253,324	260,924	268,752	276,814	285,119	293,672	302,483
VTA	797,366	821,287	845,925	871,303	897,442	924,365	952,096	980,659
WestCAT	162,247	167,114	172,127	177,291	182,610	188,088	193,731	199,543
Marin	599,236	617,213	635,729	654,801	674,445	694,678	715,519	736,984
Napa	328,141	337,985	348,124	358,568	369,325	380,405	391,817	403,571
Solano (less Vallejo)	776,926	800,234	824,241	848,968	874,437	900,670	927,690	955,521
Sonoma	1,150,938	1,185,467	1,221,031	1,257,661	1,295,391	1,334,253	1,374,281	1,415,509
Projected Funds for Connectivity/New Initiatives	239,479	373,209	536,393	676,809	798,197	941,105	1,096,621	1,270,119
MTC Coordination Program	5,928,962	6,355,408	6,844,623	7,294,174	7,711,561	8,176,588	8,671,909	9,208,248
Total	14,652,194	15,466,884	16,381,430	17,241,409	18,058,298	18,952,689	19,898,575	20,912,315

Distribution Based on Current Policy

STA POPULATION BASED FUNDS	FY2007-08	FY2008-09	FY2009-10	FY2010-11	FY2011-12	FY2012-13	FY2013-14	FY2014-15
Northern Counties								
Marin	522,934	552,010	584,650	615,343	644,498	676,418	710,177	746,357
Napa	275,095	290,391	307,562	323,708	339,045	355,837	373,596	392,629
Solano (less Vallejo)	617,507	651,841	690,384	726,628	761,055	798,748	838,612	881,335
Sonoma	988,314	1,043,266	1,104,954	1,162,961	1,218,061	1,278,389	1,342,191	1,410,569
SUBTOTAL	2,403,851	2,537,509	2,687,551	2,828,640	2,962,659	3,109,394	3,264,576	3,430,891
Small Operators								
CCCTA Service Area	1,031,363	1,088,708	1,153,083	1,213,616	1,271,117	1,334,073	1,400,653	1,472,010
ECCTA Service Area	565,040	596,457	631,725	664,889	696,391	730,882	767,359	806,452
LAVTA Service Area	395,285	417,263	441,936	465,136	487,174	511,303	536,821	564,169
Union City Service Area	149,848	158,180	167,533	176,328	184,683	193,829	203,503	213,871
WCCTA Service Area	138,996	146,724	155,400	163,558	171,307	179,792	188,765	198,382
Vallejo Service Area	258,469	272,840	288,973	304,143	318,553	334,331	351,016	368,899
SUBTOTAL	2,539,000	2,680,173	2,838,650	2,987,671	3,129,225	3,284,210	3,448,117	3,623,783
Regional Paratransit								
Alameda	880,332	906,742	933,945	961,963	990,822	1,020,546	1,051,163	1,082,698
Contra Costa	454,935	468,583	482,641	497,120	512,034	527,395	543,216	559,513
Marin	101,637	104,686	107,827	111,062	114,393	117,825	121,360	125,001
Napa	66,373	68,364	70,415	72,528	74,704	76,945	79,253	81,631
San Francisco	695,046	715,897	737,374	759,495	782,280	805,748	829,921	854,818
San Mateo	384,849	396,394	408,286	420,535	433,151	446,145	459,530	473,316
Santa Clara	797,365	821,286	845,925	871,303	897,442	924,365	952,096	980,659
Solano	189,337	195,017	200,867	206,893	213,100	219,493	226,078	232,860
Sonoma	210,507	216,823	223,327	230,027	236,928	244,036	251,357	258,898
SUBTOTAL	3,780,382	3,893,793	4,010,607	4,130,925	4,254,853	4,382,499	4,513,974	4,649,393
MTC Regional Coordination Program	5,928,962	6,355,408	6,844,623	7,294,174	7,711,561	8,176,588	8,671,909	9,208,248
TOTAL	14,652,195	15,466,884	16,381,431	17,241,410	18,058,298	18,952,689	19,898,576	20,912,315

Projected Funding Difference between Current and Proposed Policy

Apportionment Jurisdictions	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Operator								
AC Transit								
CCCTA	(49,969)	(77,872)	(111,922)	(141,221)	(166,549)	(196,368)	(228,818)	(265,019)
ECCTA	(27,376)	(42,663)	(61,318)	(77,369)	(91,246)	(107,582)	(125,360)	(145,193)
LAVTA	(19,152)	(29,846)	(42,896)	(54,126)	(63,833)	(75,262)	(87,698)	(101,573)
Muni								
SamTrans								
Union City	(7,260)	(11,314)	(16,262)	(20,518)	(24,198)	(28,531)	(33,246)	(38,505)
Vallejo	(12,523)	(19,516)	(28,049)	(35,391)	(41,739)	(49,212)	(57,344)	(66,416)
VTA								
WestCAT	(6,734)	(10,495)	(15,083)	(19,032)	(22,446)	(26,464)	(30,837)	(35,716)
Marin	(25,336)	(39,484)	(56,748)	(71,604)	(84,446)	(99,565)	(116,018)	(134,374)
Napa	(13,328)	(20,771)	(29,853)	(37,668)	(44,424)	(52,377)	(61,033)	(70,689)
Solano (less Vallejo Sml Ops)	(29,918)	(46,625)	(67,011)	(84,553)	(99,718)	(117,572)	(137,000)	(158,675)
Sonoma	(47,883)	(74,622)	(107,251)	(135,327)	(159,598)	(188,172)	(219,267)	(253,958)
Subtotal	(239,478)	(373,209)	(536,393)	(676,809)	(798,197)	(941,105)	(1,096,621)	(1,270,119)
Projected Funds for Connectivity/New Initiatives	239,479	373,209	536,393	676,809	798,197	941,105	1,096,621	1,270,119
MTC Coordination	-	-	-	-	-	-	-	-
Total	0	0						



DATE: May 2, 2006
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – May 2006

Background:

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

Discussion:

State

SB 1812 (Attachment A) was introduced by Senator Runner. This bill would allow California to participate with four other states in a three-year federal pilot program which will ultimately speed delivery of needed transportation projects by 120-180 days without weakening environmental protection. The legislation would help Caltrans streamline the environmental review process through assumption of the Federal Highway Administration's (FHWA) responsibilities under the National Environmental Policy Act (NEPA). Staff continues to monitor the bill as it moves through the legislature.

AB 2538, Assemblywoman Wolk's bill regarding Transportation Project Planning, Programming and Monitoring (PPM), was heard in the Assembly Transportation Committee on April 24, 2006. The vote was 11-2 in favor of the bill. Co-sponsored by the STA, the bill now proceeds to the Assembly Appropriations Committee, scheduled for a hearing on May 17. A letter from the STA urging the committee's support of this bill that would enable county transportation agencies to prepare and initiate the delivery of their critical transportation projects (Attachment B). Also attached is a list of the members of the Assembly Appropriations Committee for your information (Attachment C).

A State Legislative Update from Shaw/Yoder (Attachment D) and a Federal Legislative Update from The Ferguson Group (Attachment E) is included with this staff report.

Recommendation:

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

Attachments:

- A. SB 1812 (Runner)
- B. STA Letter to Assembly Appropriations Committee
- C. Assembly Appropriations Committee Roster
- D. Shaw/Yoder State Legislative Update
- E. The Ferguson Group Federal Legislative Update

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AMENDED IN SENATE APRIL 18, 2006
AMENDED IN SENATE MARCH 28, 2006

SENATE BILL

No. 1812

Introduced by Senator Runner

February 24, 2006

An act to add *and repeal* Section 820.1-~~to~~ of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1812, as amended, Runner. Department of Transportation: surface transportation project delivery pilot program.

Existing law gives the Department of Transportation full possession and control of state highways and associated property. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, as specified. The secretary is authorized to permit up to 5 states, including California, to participate in the program and California has agreed to that participation.

This bill would, *until January 1, 2009*, authorize the Director of Transportation to consent to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities assumed pursuant to the surface transportation project delivery pilot program, and would make related provisions. *The bill would require the department to submit a specified report to the Legislature by January 1, 2008, relating to the surface transportation project delivery pilot program.*

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 820.1 is added to the Streets and
2 Highways Code, to read:
- 3 820.1. (a) The director is authorized to consent to the
4 jurisdiction of the federal courts with regard to the compliance,
5 discharge, or enforcement of the responsibilities assumed by the
6 department pursuant to Section 326 of, and subsection (a) of
7 Section 327 of, Title 23 of the United States Code.
- 8 (b) Consent to the jurisdiction of the federal courts pursuant to
9 subdivision (a) shall constitute a waiver of the state's Eleventh
10 Amendment protection against lawsuits brought in federal court.
11 ~~The waiver, as applied to Section 326 of Title 23 of the United~~
12 ~~States Code, shall expire at the end of three years if the~~
13 ~~assumption of responsibilities is not renewed, or if the~~
14 ~~assumption of responsibilities is terminated under subsection (d)~~
15 ~~of Section 326 of Title 23 of the United States Code. The waiver,~~
16 ~~as applied to subsection (a) of Section 327 of Title 23 of the~~
17 ~~United States Code, shall expire upon termination of the~~
18 ~~program, or of the state's participation in the program, under~~
19 ~~subsection (i) of Section 327 of Title 23 of the United States~~
20 ~~Code, except that the waiver shall remain in effect for any~~
21 ~~responsibility carried out by the state prior to that termination.~~
- 22 (c) *The department shall, no later than January 1, 2008,*
23 *submit a report to the Legislature that includes the following:*
- 24 (1) *A comparative analysis of the environmental review*
25 *process under the National Environmental Policy Act for the 30*
26 *projects, excluding those projects categorically excluded from*
27 *environmental review, undertaken immediately preceding the*
28 *enactment of this section that involved the Federal Highway*
29 *Administration and the environmental review process for all*
30 *projects undertaken following the enactment of this section that*
31 *did not involve the Federal Highway Administration. This*
32 *analysis should address the following:*
- 33 (A) *For each project included in the analysis, the*
34 *environmental review process under the National Environmental*
35 *Policy Act, including which state and federal agencies reviewed*
36 *the environmental documents and the amount of time the*
37 *documents were reviewed by each agency, shall be described.*

- 1 (B) *The points in the environmental review process under the*
2 *National Environmental Policy Act when project delays occurred*
3 *and the nature of the delays.*
- 4 (C) *The time saved in the environmental review process for*
5 *projects undertaken following the enactment of this section in*
6 *comparison to the review process for projects undertaken prior*
7 *to the enactment of this section. The points in the review process*
8 *when time was saved.*
- 9 (D) *The circumstances when the Federal Highway*
10 *Administration hindered and facilitated project delivery.*
- 11 (2) *All financial costs incurred by the department to assume*
12 *the responsibilities pursuant to Section 326 of, and subsection (a)*
13 *of Section 327 of, Title 23 of the United States Code, including,*
14 *but not limited to the following:*
- 15 (A) *Personnel to conduct and review environmental*
16 *documents and to manage litigation.*
- 17 (B) *Administrative costs.*
- 18 (C) *Litigation.*
- 19 (3) *An explanation of all litigation initiated against the*
20 *department for the responsibilities assumed pursuant to Section*
21 *326 of, and subsection (a) of Section 327 of, Title 23 of the*
22 *United States Code.*
- 23 (4) *A comparison of all costs and benefits of assuming these*
24 *responsibilities.*
- 25 (d) *This section shall remain in effect only until January 1,*
26 *2009, and as of that date is repealed, unless a later enacted*
27 *statute, that is enacted before January 1, 2009, deletes or extends*
28 *that date. However, any waiver pursuant to subdivision (b) shall*
29 *remain in effect for any responsibility carried out by the state*
30 *prior to the repeal of this section under this subdivision.*

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Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

May 3, 2006

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

The Honorable Judy Chu
Chair, Assembly Committee on Appropriations
State Capitol, Room 2114
Sacramento CA 95814

Re: **AB 2538 (Wolk): Planning, Programming & Monitoring -- Support**

Dear Chair Chu:

On behalf of the Solano Transportation Authority, I am writing to urge your **SUPPORT** of **AB 2538 (Wolk)**, regarding transportation project planning, programming and monitoring (PPM), when that bill is heard in your Committee on Appropriations. The STA is a **co-sponsor** of the bill, and our Board unanimously supports the bill because it would enable county transportation agencies to prepare and initiate the delivery of their critical transportation projects.

Existing law authorizes a transportation planning agency or county transportation commission to program up to 5% of their county's State Transportation Improvement Program (STIP) funds for the purposes of project planning, programming and monitoring, but limits this amount to only 1% for counties whose regional agency receives Federal Metropolitan Planning funds. This bill would allow every transportation agency or county transportation commission to program up to 5% of their county's STIP share, regardless of whether it receives Federal Metropolitan Planning funds within their region. This legislation is of particular importance to Solano County, which is projected to be the fastest growing county within the Bay Area and has a growing number of transportation issues and critically needed projects.

If AB 2538 is enacted by the legislature, this would allow Solano County to utilize up to 5% of Solano County's STIP funding to initiate necessary project planning and critical product development for a number of our priority projects such as:

- State Route (SR) 113 Major Investment Study (\$300,000)
- SR 29 Major Investment Study (\$300,000)
- Project Study Reports (PSRs) that were adopted by the STA Board:
 - EB I-80 Aux Lanes – Travis Blvd. to Air Base Pkwy. (\$150,000)
 - I-80 HOV – Air Base to I-505 (\$200,000)
 - WB I-80 Aux Lane – W. Texas St. to Abernathy Rd. (\$150,000)
 - WB I-80 Aux Lane – Waterman Blvd. to Travis Blvd. (\$150,000)
 - I-80 Mix Flow Lane from SR 12 E to Beck Ave. (\$150,000)

These projects will provide critically needed transportation, mobility and safety improvements.

On behalf of the STA and Solano County, we again request your support for the passage of AB 2538. Thank you for your consideration.

Sincerely,



Len Augustine, Chair
Mayor, City of Vacaville

LA/jb

cc: The Honorable Lois Wolk, Assembly District 8
The Honorable Wesley Chesbro, Senate District 2
The Honorable Noreen Evans, Assembly District 7
The Honorable Mike Machado, Senate District 5
Members, Assembly Committee on Appropriations
Consultants, Assembly Committee on Appropriations
STA Board Members
Steve Heminger, Executive Director, Metropolitan Transportation Commission
Joshua W. Shaw, Shaw/Yoder, Inc.
Mike Zdon, Chair, Bay Area Congestion Management Agency Directors

ASSEMBLY APPROPRIATIONS

Chief Consultant: Geoff Long. Principal Consultants: Julie Salley-Gray, Steve Archibald, Scott Bain, Chuck Nicol, Kimberly Rodriguez, Stephen Shea. Secretary: Laura Lynn Gondek. Room 2114. Phone: 319-2081.

Name	Cities	Counties	Party	Room	Phone	Aye/No
<u>Chu, Judy</u> (Chair)	Alhambra, San Marino, El Monte	Los Angeles	D	2114	916 319 2049	
<u>Runner, Sharon</u> (Vice Chair)	Lancaster, Palmdale, Victorville	Los Angeles, San Bernardino	R	6031	916 319 2036	
<u>Bass, Karen</u>	W. Los Angeles, Westwood, South Los Angeles	Los Angeles	D	2117	916 319 2047	
<u>Berg, Patty</u>	Arcata, Crescent City, Eureka, Fort Bragg, Santa Rosa	Del Norte, Humboldt, Lake, Mendocino, Sonoma, Trinity	D	4146	916 319 2001	
<u>Calderon, Ronald</u>	Downey, Hacienda, Los Angeles, Montebello, Whittier, City of Industry	Los Angeles	D	4016	916 319 2058	
<u>De La Torre, Hector</u>	Commerce, Downey, South Gate, Walnut Park	Los Angeles	D	4162	916 319 2050	
<u>Emmerson, William</u>	Redlands, San Bernardino, Moreno Valley, Riverside	San Bernardino, Riverside	R	3149	916 319 2063	
<u>Haynes, Ray</u>	Corona, Murietta, Temecula	Riverside, San Diego	R	4158	916 319 2066	
<u>Karnette, Betty</u>	San Pedro, Long Beach, Avalon	Los Angeles	D	2176	916 319 2054	
<u>Klehs, Johan</u>	Castro Valley, Hayward, Oakland, San Leandro, San Lorenzo	Alameda	D	5150	916 319 2018	
<u>Leno, Mark</u>	San Francisco	San Francisco	D	3146	916 319 2013	
<u>Nakanishi, Alan</u>	El Dorado Hills, Sacramento, San Joaquin, Elk Grove, Lodi	Amador, El Dorado, Sacramento, San Joaquin	R	5175	916 319 2010	
<u>Nation, Joe</u>	Novato, Petaluma, San Rafael, Rohnert Park	Marin, Sonoma	D	5119	916 319 2006	
<u>Oropeza, Jenny</u>	Carson, Lakewood, Long Beach, Los Angeles	Los Angeles	D	2148	916 319 2055	
<u>Ridley-Thomas, Mark</u>	Los Angeles	Los Angeles	D	3152	916 319 2048	
<u>Saldana, Lori</u>	San Diego	San Diego	D	3132	916 319 2076	
<u>Walters, Mimi</u>	San Juan Capistrano, Aliso Viejo, Oceanside	Orange, San Diego	R	4116	916 319 2073	
<u>Yee, Leland</u>	Colma, Daily City, San Francisco	San Francisco, Oceanside	D	3173	916 319 2012	

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SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

April 28, 2006

To: Board Members, Solano Transportation Authority

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

RE: LEGISLATIVE UPDATE

Infrastructure Bonds

Since last month the Governor has taken more of a backseat, and seems to be letting the legislative leaders – the “Big 4” – drive the negotiating agenda. Staff working groups continue to meet weekly to negotiate details in each of their respective policy issue areas. The “Big 4” meet periodically.

It's our understanding that the focus of the legislative leaders is on crafting an overall bond package that's significantly smaller than the measure discussed in mid-March (i.e. the March discussion was about a \$47 billion measure in 2006 with billions more to follow after that). The discussion now seems to be centering on a measure of \$25 – \$35 billion, with housing probably ejected from consideration. We do think that the overall transportation funding component continues to maintain at around \$18 billion. However, as the legislative session drags on, it's not clear at all that every legislative leader is truly dedicated to putting something on the November ballot.

Legislation

We worked this month with Assemblymember Lois Wolk to hear her planning, programming & monitoring (PPM) bill (AB 2538) in its first committee, Assembly Transportation Committee. We lobbied the Chair, Vice Chair, and several members and staff to ensure a favorable hearing on the bill, which is co-sponsored by the STA. We also worked with Caltrans and the California Transportation Commission to understand the technical concerns of those two agencies, and then worked with our coalition of supporting agencies and Legislative Counsel to draft amendments addressing the Caltrans and CTC concerns. Many different regional planning entities came to the hearing and testified in support of the bill. The bill passed out of Committee 11-2, with bi-partisan support.

Delegation Contacts

Assembly Member Wolk has asked us to coordinate with STA staff to ensure that she and her resources are utilized when necessary to support STA's priorities at the CTC.

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

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

To: Solano Transportation Authority Board of Directors
 From: Mike Miller
 Re: Federal Update
 Date: May 1, 2006

1. Appropriations Update.

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

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Intermodal Station	\$4 million	Request submitted to House and Senate delegation. The House Appropriations Subcommittee on Transportation is scheduled to mark up its FY 2007 spending bill May 24 th . The Senate Appropriations Subcommittee on Transportation mark up date is still pending.
Fairfield / Vacaville Intermodal Station	\$1.9 million	Request submitted to House and Senate delegation. The House Appropriations Subcommittee on Transportation is scheduled to mark up its FY 2007 spending bill May 24 th . The Senate Appropriations Subcommittee on Transportation mark up date is still pending.
I-80/680 Interchange	\$6 million	Request submitted to House and Senate delegation. The House Appropriations Subcommittee on Transportation is scheduled to mark up its FY 2007 spending bill May 24 th . The Senate Appropriations Subcommittee on Transportation mark up date is still pending.
Travis AFB Access Improvements (Jepson)	\$3 million	Request submitted to House and Senate delegation. The House Appropriations Subcommittee on Transportation is scheduled to mark up its FY 2007 spending bill May 24 th . The Senate Appropriations Subcommittee on Transportation mark up date is still pending.

2. Fiscal Year 2007 Appropriations

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

The House Transportation appropriations subcommittee mark up is scheduled for May 24th. The Senate Transportation appropriations subcommittee markup is most likely to occur in June.

3. Washington, D.C. Meetings.

The Ferguson Group accompanied STA's Board of Directors on their Washington meetings on April 4-5. STA's Board of Directors had productive meetings with their House and Senate delegation.

4. Earmark Reform.

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

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

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



DATE: May 1, 2006
TO: STA Board
FROM: Anna McLaughlin, SNCI Program Manager/Analyst
RE: Bike to Work Week May 15 – 19, 2006

Background:

May 15 – 19, 2006 marks the twelfth (12th) annual California Bike to Work campaign. Bike to Work (BTW) Day is Thursday, May 18th. The immediate goal of this campaign is to promote bicycling as a commute option by encouraging individuals to pledge to bike to work (or school, or transit) at least one day during Bike to Work Week. The long-term goal is to increase on-going bike commuting. Prizes, energizer stations, and participant rewards are just some of the methods of encouragement. Last year over 500 individuals participated in BTW in Solano and Napa Counties.

STA's Solano Napa Commuter Information (SNCI) program is organizing the campaign in Solano and Napa counties. Staff has been participating in regional Bike to Work Technical Advisory Committee meetings and coordinating locally with the Solano and Napa Bicycle Advisory Committees.

Discussion:

To increase awareness about the California Bike to Work campaign, staff performs outreach to employers, the bicycle community, and the general public. Regional materials and prizes are being incorporated and localized as needed. Local sponsors have also been secured to add value and increase interest in the campaign.

A mailing of BTW campaign materials was sent on April 17th to major employers in Napa and Solano Counties. These packets include a sample registration form, poster, materials order form, employer tips, feedback form, Bike Commuting in Napa and Solano flyer, Team Bike Challenge flyer, and information about SNCI's commuter bicycle incentive. Follow-up calls were made to employers beginning the week of April 24th.

BTW pledge forms are also distributed by mail, events, displays, and newspaper inserts. Last year's participants will be sent a letter with a pledge form encouraging their continued participation and asking them to encourage a friend to participate as well. BTW pledge forms will be distributed at Earth Day and other community events. Web pages are in the process of being added to STA's website so that individuals may register on-line as well as learn where energizer stations will be located.

Articles and advertisements will be placed in several community publications including the Vacaville Grapevine, Fairfield-Suisun Breeze, Dixon Round Up, Vallejo-Benicia Grapevine and Napa Valley Marketplace. Radio spots will run during the two weeks preceding Bike to Work Day on KUIC and KVVN/KVON. Press releases will be sent to newspapers in the two counties.

Energizer stations will be hosted by various businesses and organizations in Solano and Napa counties. The Bay Area Bicycle Coalition (BABC), who is organizing this year's Bay Area campaign, has sponsored the purchase of Bike to Work bags, which have traditionally been given away at energizer stations with additional giveaway items and bicycle information. Staff will coordinate the distribution from BABC to various local energizer stations ranging from Dixon to Calistoga.

Local sponsorships have been sought and once again the local community has been very supportive. In Solano, Ray's Cycle in Fairfield and Vacaville, as well as Fisk's Cyclery in Dixon are donating prizes and discount coupons. In addition, they will host energizer stations on Bike to Work Day. Authorized Bicycle Shop in Vallejo, Bicycle Works in Napa, and Bicycle Madness in Napa have provided prizes and discount coupons. Dixon Bikes and Boards, Rockville Bike, and Napa Valley Velo have also donated gift certificates and bike gear for the local prize drawings. Also, for the third year in a row, a bicycle has been donated courtesy of Pacific Cycle, a national company located in Wisconsin with a distribution center in Vacaville.

All Bike to Work participants in Solano and Napa will receive a registrant thank-you packet. This will include discount coupons generously donated for this campaign from participating local bike shops. The newly revised 2006 Solano Yolo Bike Maps will also be included.

Recommendation:
Informational.



DATE: May 1, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Solano Napa Travel Demand Model (Phase 2 Transit)

Background:

The Solano-Napa Travel Demand Model (Phase 1 Traffic) was approved by the STA Board on February 9, 2005. Since then, the model has been tested and accepted by the I-80/I-680/SR 12 Interchange project development team and Caltrans during the summer of 2005 for use on the Interchange project environmental documents. In December 2005, a revised model validation and consistency memorandum was submitted to the Metropolitan Transportation Commission (MTC) by DKS Associates in accordance with MTC's modeling requirements.

On December 14, 2005, the STA Board authorized the Executive Director: 1.) Enter into a funding agreement with the Metropolitan Transportation Commission (MTC) to obtain \$70,000 of federal planning grant funds (combined with \$30,000 of STA's local matching funds); 2.) Issue a Request for Proposals to complete Phase 2 of the new Solano-Napa Travel Demand Model as part of the "Smarter Growth Along the I-80 Capitol Corridor funded through a State Planning and Research grant. On January 5, 2006, the STA entered into an agreement with MTC fund the Phase 2 Transit model.

On March 15th, the STA entered into an agreement with DKS Associates to prepare Phase 2 of the Solano-Napa Travel Demand Model by October 31, 2006, for an amount not to exceed \$100,000.

The Phase 1 model capability is limited projecting future traffic volumes, and volume/capacity ratios for vehicles. The new Phase 2 model will have the expanded ability to project a wide range of travel modes including High Occupancy Vehicle (HOV) lanes, bus, rail and ferry.

MTC, in partnership with the STA and the Sacramento Area Council of Governments (SACOG), was successful in obtaining a FY 2005-06 State Partnership Planning grant for \$300,000 to conduct a study entitled: "Smarter Growth Along the I-80 Capitol Corridor." The major goal of the study is to "maximize the effectiveness of transportation investments along the I-80/Capitol Corridor by better understanding and planning for future demand for jobs and housing in a way that minimizes traffic congestion and air pollution and maximizes travel in alternatives to single occupant vehicles." The study includes a Task 2 to provide the multi-modal Phase 2 Transit component of the Solano-Napa Travel Demand Model (i.e. bus, ferry, rail, High Occupancy Vehicles (HOV), bicycle and pedestrian mode choices). In addition, the consultant will be analyzing and providing input on the Task 5 of the I-80/Capitol Corridor study to develop some "what if" alternative land use scenarios along the corridor.

Discussion:

Recently, MTC secured a grant for the “Smarter Growth along the I-80/Capitol Corridor” study. As part of that study, STA will now have the necessary resources to develop the Solano-Napa Travel Demand Model (Phase 2 Transit) to allow the STA to better incorporate alternative modes of transportation in its modeling projections.

The major tasks of the Phase 2 modeling work will include:

- Task 1: Develop Final Transit Network
- Task 2: Prepare Phase 2 Calibration
- Task 3: Prepare Phase 2 Forecasts
- Task 4: Refine Model and Forecasts
- Task 5: Submit Final Model Documentation
- Task 6: Provide “What If” Modeling Scenarios
- Task 7: Evaluate/Analyze Alternative Land Use Scenarios

As part of the first task, the consultant is requesting the transit operators to provide any available transit ridership survey data, including on-board surveys and mode of access data to transit hubs and park and ride lots. Also input will be requested on the base year transit network, service, zonal and behavioral assumptions to be used in the new Phase 2 model

The Solano Napa Model TAC will be meeting again on a regular basis to review and provide input on the development of the new Phase 2 model. All meetings are held at 1:30 p.m. at the STA. Meetings for 2006 are proposed as follows:

- April 27, 2006 (held)
- June 22, 2006
- July 20, 2006
- August 17, 2006
- October 19, 2006

Joe Story, from DKS Associates, will be making a presentation further describing the scope of work and the request for transit survey data. A preliminary schedule for the Phase 2 model is attached.

Fiscal Impact:

The \$100,000 to conduct the Phase 2 Transit Model was budgeted over two fiscal years, beginning FY 2005-06 and being completed in FY 2006-07. The work will be funded from the \$70,000 state planning grant through a funding agreement with MTC and \$30,000 from Transportation Development Act (TDA) funds.

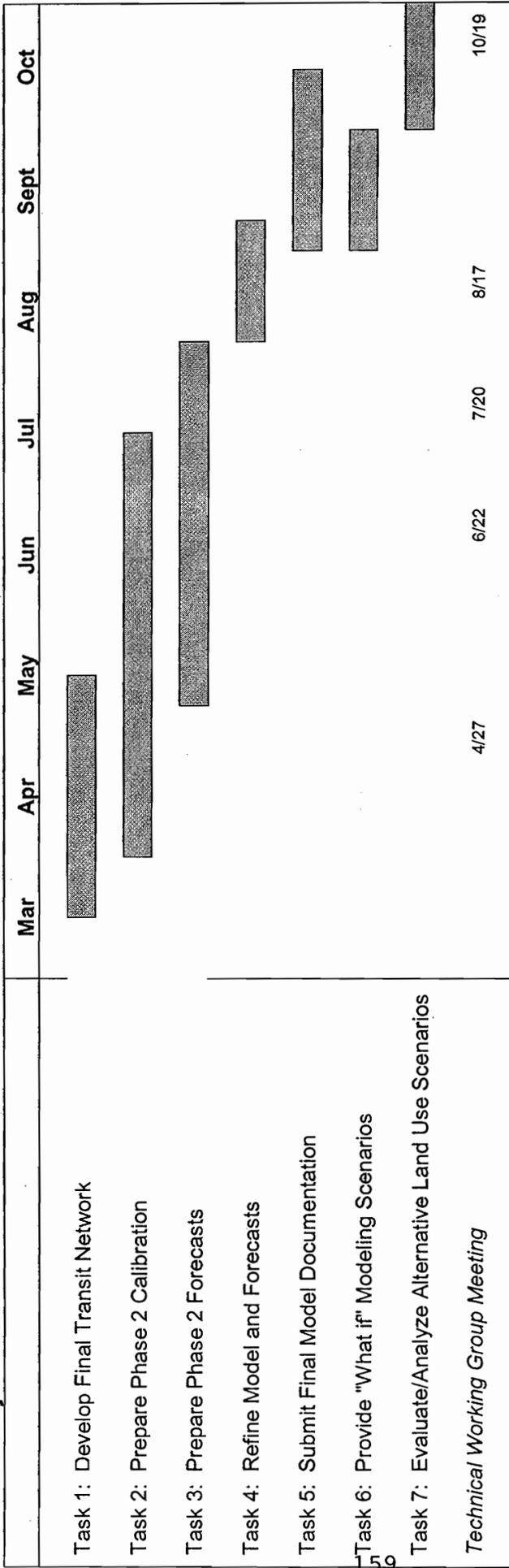
Recommendation:

Informational.

Attachment:

- A. Preliminary Schedule for Solano Napa Countywide Travel Demand Model (Phase 2 Transit)

**Solano/Napa Phase 2 (Transit)
Revised Project Schedule**



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DATE: May 1, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Status of Congestion Management Program (CMP) Consistency Review
of Recently Submitted Development Projects

Background:

The Solano County Congestion Management Program (CMP) requires the Solano Transportation Authority (STA) to review all member agency general plan amendments and/or environmental impact documents for development projects that are not included in the currently adopted CMP model. For any amendments not included in the model, the STA may require the applicant to have a special model run, conducted by the STA modeler and paid by the project sponsor. Should any of the Level of Service (LOS) standards of the CMP be exceeded as a result of the new unanticipated projects, the STA can require a deficiency plan be prepared to mitigate the additional impacts on the countywide CMP system.

Discussion:

During the past year, the STA staff has been reviewing new development projects for consistency with the Solano County CMP. These projects are in various stages of general plan amendment, environmental studies and/or development review. The projects under CMP review are included in Attachment A. STA staff is currently reviewing these projects and has either had a meeting or a call with the city staff and/or developer, has already submitted a letter or is in the process of developing a comment letter requesting a special modeling run per the stipulation of the CMP. Copies of these letters are also provided to the STA Board and TAC member representing the affected agency. If warranted, the sponsor will be required to pay for a special traffic modeling run to determine the actual impacts on the CMP network.

In addition, there are other future large projects the STA staff is aware of and plans to monitor and evaluate for CMP consistency as additional information becomes available (Attachment B).

On a periodic basis, STA staff will continue to provide updates to the STA Board, TAC, and the Solano City and County Planners Group on the status and consistency of any additional major new proposed projects that require a general plan amendment and/or CMP model run and analysis.

Recommendation:

Informational.

Attachments:

- A. CMP Consistency Review as of April 17, 2006
- B. Future Environmental Impact Report (EIR) or General Plan Review

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CMP Consistency Review – As of 4-17-06

Jurisdiction	Project	Location	Review Status
Dixon	Dixon Downs/retail and office project	North Dixon Area near I-80	Draft EIR was received by the STA on September 26, 2005; STA submitted CMP consistency comment letter on 11-30-05.
Fairfield	Villages at Fairfield Project	Northeast of Air Base Parkway and Air Base Parkway and North of the future Manual Campos Parkway	STA received Draft EIR in March 2005 and submitted a CMP consistency comment letter on 4-25-05.
Vacaville	Lagoon Valley	South Vacaville area/I-80	Draft EIR received by STA in March 2004; STA letter requesting special model run sent April 19, 2004; City has agreed to conduct special modeling run as part of Project Study Report (PSR) process and agreed to reference this commitment in Final EIR on project.
Vallejo	Bordoni Ranch	Columbus Parkway	Draft EIR received by STA in December 2004; STA letter requesting special model run sent 1-3-05; special modeling run was conducted by STA in May 2005; project was deemed consistent with CMP in letter from STA to City of Vallejo dated 9-14-05.

Future EIR, General Plan or Development Review

Jurisdiction	Project	Location	Review Status
Fairfield	WalMart Supercenter	West side of North Texas Street, between Atlantic Avenue and Hawthorne Dr.	STA staff received the Draft EIR and General Plan Amendment on 3-15-06 and will be reviewing and commenting by the 5-01-06 deadline.
Fairfield	Allan Witt Project	Between West Texas Street and Woolner Avenue; East of Beck Avenue	STA staff has received presentations on the project; STA will be reviewing and commenting on the Draft EIR and General Plan Amendment (expected later in 2006).
Rio Vista	Del Rio Hills	South of S.R. 12/E. of Church Road	Special modeling run was conducted by the STA; STA has not yet received a Draft EIR or General Plan Amendment for review and comments.
Solano County	The Mills Company	Fairgrounds Drive and Turner Avenue	STA has met with developer a couple of times to provide preliminary comments on proposal; When Draft EIR and/or General Plan Amendment is prepared (probably in next 12 -18 months) STA will review and comment.
Suisun City	Gentry - Suisun Project	South of SR 12, east and west of Pennsylvania Avenue	STA staff received the Draft EIR on 4-04-06 and had presentations on the project; STA will be reviewing and commenting on the Draft EIR and General Plan Amendment by the 5-24-06 deadline.



DATE: May 1, 2006
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: I-80/Capitol Corridor Smarter Growth Study and Association of Bay Area Government (ABAG)'s Focusing Our Vision

Background:

The Metropolitan Transportation Commission (MTC), in partnership with the Solano Transportation Authority (STA) and the Sacramento Area Council of Governments (SACOG), was successful in obtaining a FY 2005-06 State Partnership Planning grant for \$300,000 to conduct a study entitled: "Smarter Growth Along the I-80 Capitol Corridor." The major goal of the study is to "maximize the effectiveness of transportation investments along the I-80/Capitol Corridor by better understanding and planning for future demand for jobs and housing in a way that minimizes traffic congestion and air pollution and maximizes travel in alternatives to single occupant vehicles."

In addition, the project is intended to have the added benefits of:

- Promoting a better understanding of the transportation and air quality impacts of smart growth planning for a heavily traveled corridor;
- Building a stronger link between local plans, interregional forecasts and smart growth planning;
- Facilitating the implementation of both region's smart growth visions;
- Coordinating future transportation investments and corridor planning;
- Improving growth forecasts for both regions; and
- Providing a model for interregional cooperation that could assist similar efforts statewide.

The major tasks of the study include the following:

- Task 1: Finalize Workslope, Budget and Schedule
- Task 2: Upgrade the Solano Napa Travel Demand Model (Phase 2 Transit)
- Task 3: Compile Interregional Demographic Forecasts and Smart Growth Scenarios
- Task 4: Comparison of Interregional Forecasts with Local Plans and Future Housing and Employment Market demands
- Task 5: Evaluate Transportation and Air Quality Impacts of interregional Projections and Smart Growth Forecasts for the Corridor
- Task 6: Lessons learned: Implications for Interregional Policy and planning policies

On March 18, 2006 an interview panel selected Economic and Planning Systems, including Cambridge Systematics as a sub-consultant, to conduct the "Assessment of the Transportation and Air Quality Impacts of Smart Growth in the I-80/Capitol Corridor."

The consultant will primarily be conducting the corridor market study and a goods movement analysis (Tasks 4a and 4c), and synthesizing the previous study tasks with the goal of developing a realistic and supportable assessment of future Corridor growth. Task 2 will be conducted by the STA. Remaining tasks will be conducted primarily MTC, ABAG and SACOG staff.

Discussion:

The overall purpose of the “The Smarter Growth along the I-80/Capitol Corridor” study is to:

- Compile the two region’s demographic forecasts and smart growth scenarios to compare and contrast key assumptions related to housing, employment, and travel growth trends;
- Compare the joint interregional projections with both local general plans along the corridor and the predicted future market demand for infill development, employment and transit-oriented housing;
- Evaluate the transportation investment and air quality impacts of the two region’s smart growth scenarios for the corridor; and
- Use the findings and analysis from the compiled interregional projections to define key policy implications for the corridor from both transportation and land use perspectives, and assisting in the upgrades of, or recommend changes for, statewide, regional and local models that cover the corridor.

The project will be guided by an interregional steering committee comprised of staff from the regional agencies, Caltrans, the air districts, and local governments along the corridor, along with representatives from economic, equity and environmental interests. Participating on behalf of Solano County business community and staff will be Mike Ammann, Solano EDC; Matt Walsh, County of Solano (Harry Englebright’s successor since that Harry is retiring in May); Scott Sexton, City of Vacaville; and Brian Miller, City of Fairfield. James Corless from MTC is coordinating the study. Dan Christians and Robert Guerrero from STA are members of the staff technical committee. The first steering committee meeting will be held on Thursday, May 11, 2006 at 10:00 a.m. at STA.

Concurrently being conducted by ABAG is the “Focusing Our Vision” planning process. The regional Vision calls for development that revitalizes cities and older suburbs, supports and enhances public transit, promotes walking and bicycling, and preserves open spaces and agricultural lands.”

The initial visioning process was developed a few years ago through the “Smart Growth strategy/Regional Livability Footprint Project.” At that time there was much concern by local agencies about methodology used and lack of overall support achieved in the development of the “footprint” for Solano County.

These new “Focusing Our Vision” visioning process will ultimately result in ABAG’s new Regional Housing Allocations formula (i.e. required every 6 ½ years by the state to increase the supply of affordable housing throughout the region) and Projections 2007 (i.e. 25 year projections for populations and jobs). Therefore STA, in our role as a facilitator for the MTC Transportation Planning and Land Use Solutions (T-PLUS) program, and our local agencies (who have to ultimately incorporate and plan for the housing allocations into their General Plan Housing Elements) will be monitoring the visioning process very closely.

The timing of the “Smarter Growth along the I-80/Capitol Corridor” will be useful in providing substantial local input on the updated Vision for Solano County, and to obtain more participation by local jurisdictions if the process is improved.

On April 26, 2006, the Solano County City Managers and the Solano County Planning Director’s Group were requested to appoint two members to serve on the ABAG Technical Advisory Committee that will be providing monthly input on the Vision during the next nine months.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Scope of Work “The Smarter Growth along the I-80/Capitol Corridor” study
- B. Visioning Our Future Principles

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APPENDIX A

SCOPE OF WORK

SMARTER GROWTH ALONG THE I-80/CAPITOL CORRIDOR

All references to written deliverables in this scope of work include one draft and one final version, unless otherwise specified. All draft deliverables will be reviewed and commented on by the four partner agencies (MTC, SACOG, STA and ABAG) and Caltrans, and the selected consultant will be expected to incorporate these comments. Note that only Tasks 1, 4b, 4c, 5a, and 6a shall be performed by the selected consultant. The remaining tasks will be performed as part of the overall Caltrans Partnership Planning Grant by the four project partners. The details of the tasks are shown as part of this scope of work for the benefit of the consultant particularly in light of the close coordination that will be needed to perform the overall scope of work efficiently and effectively. The consultant will also be expected to reference and incorporate findings and data from tasks 2, 3, 4a and 5b that will be performed by the partner agencies.

The project will be guided by an interregional steering committee that will meet on a quarterly basis. The steering committee will be comprised of staff from the regional agencies, Caltrans, the air districts, and local governments along the corridor, along with representatives from economic, equity and environmental interests. The consultant will be expected to make presentations to, and receive input from, the interregional steering committee. The partner agencies will handle the logistics of scheduling and setting up the interregional steering committee meetings.

The services to be performed by the selected consultant consist of those requested by the Project Manager or a designated representative including, but not limited to, the following as contained in Tasks 1, 4b, 4c, 5a and 6a:

Task 1: Finalize Workscope, Budget & Schedule

The selected consultant shall work with the four project partners to finalize the consultant's project workscope, budget and schedule.

Deliverable 1: Revised workscope, budget & schedule

Task 2: Upgrade Solano Transportation Authority Travel Model

Solano County plays a critical role in the corridor and for this project in particular, yet the Solano Transportation Authority's travel model currently lacks the capacity to analyze any public transportation trips or any other travel by alternative modes. This task will provide a critical upgrade to the county's travel model in order to incorporate alternative modes of transportation.

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Deliverable 2: Revision to the transportation model used by the Solano Transportation Authority to better incorporate alternative modes of transportation (Performed by STA).

NOTE: Task 2 will be performed separately and will not be part of the selected consultant's scope of work. It is shown here for the benefit of the selected consultant.

Task 3: Compile Interregional Demographic Forecasts and Smart Growth Scenarios

A critical step in greater coordination is to identify and analyze potential inconsistencies in long-range population and employment forecasts between the two regions. Regional smart growth policies are a significant change to the modeling in each region and the implications to broader areas have not been examined. The new projections assume different patterns of development, investment, and amount of overall growth. The analysis will determine whether each region is appropriately forecasting future residential and job growth in the other region. Currently the two regions do not formally try to coordinate their forecasts. With the implementation of smart growth policies, this coordination is becoming more important. This task will also evaluate whether each region is using their neighbors' newly developed smart growth assumptions correctly.

Subtask 3a: The first proposed work product from this task will be a compilation and analysis of population and employment projections for Solano, Yolo, Sacramento, and Placer counties. This analysis will focus on each region's smart growth policy assumptions and the affect of those policy assumptions on issues like interregional commuting. Another component of this task will be a detailed examination of the impacts of implementing both regions' smart growth scenarios.

Subtask 3b: This task will also produce an interregional dialogue to coordinate assumptions and demographic and economic forecasts for the two regions. Technical meetings among staff will be used to explain and resolve differing economic and demographic assumptions. Participants will work together to exchange data on economics, demographics, land use, and infrastructure, providing the foundation for continued coordination on these issues.

Deliverable 3a: Analysis of interregional projections for population and employment emphasizing the impacts of smart growth policies and interregional commuting (Performed by ABAG and SACOG staff).

Deliverable 3b: Strategy to coordinate future demographic and employment projections and improve modeling of the I-80 corridor (Performed by ABAG and SACOG staff).

NOTE: Task 3 will be performed separately and will not be part of the selected consultant's scope of work. It is shown here for the benefit of the selected consultant.

Task 4: Comparison of Interregional Forecasts with Local Plans and Future Housing and Employment Market Demands

Subtask 4a: Once interregional projections have been analyzed, the next step will be to compare these forecasts with local land use plans and policies. This task will require the project staff to collect data from and consult with local government planning and economic development agencies. It will provide an important evaluation of existing development policies and any potential inconsistencies with each region's smart growth regional policies.

Data on land use potential and policies will be collected and coordinated between the two regions, and shared with local jurisdictions. Continued coordination will allow the regions to evaluate the relative success of their individual smart growth efforts, and make each region aware of future changes.

Subtask 4b: The selected consultant shall develop a housing and employment market demand study for the corridor. The study should provide a new look at the type of housing products and jobs that will be in demand throughout the interregional I-80/Capitol Corridor in the coming decades (using 2030 as a forecast year), with a particular emphasis on the potential market demand for higher density, infill housing and jobs that would be better suited for downtowns and transit-accessible locations. As part of subtask 4b, the consultant should reference and incorporate findings from work performed by the partner agencies in tasks 3 and subtask 4a.

Subtask 4c: The selected consultant shall perform an analysis of current and future truck traffic, goods movement and identify goods movement-supportive businesses in the corridor. This analysis shall include a detailed assessment of current and future local and long distance freight demand that will impact the I-80/Capitol Corridor, including a specific analysis of current and future demand generated from the Ports of Oakland and West Sacramento for both I-80 and the Capitol Corridor.

The selected consultant shall also assess how existing land use plans and future smart growth strategies oriented towards increased infill development in downtowns and around present and future passenger rail stations may impinge on the ability for these businesses to grow and estimate land needed to support future goods movement activities in the corridor. As part of the land use analysis in subtask 4c, the selected consultant should reference and incorporate findings from work performed by the partner agencies in tasks 3 and subtask 4a.

Deliverable 4a: Technical memorandum analyzing local land use plans relative to compiled interregional projections (Performed by ABAG and SACOG staff).

Deliverable 4b: Technical memorandum analyzing future housing and employment market demand for I-80/Capitol Corridor for Solano, Yolo, Sacramento and Placer counties.

Deliverable 4c: Technical memorandum analyzing truck traffic, goods movement issues and identifying corridorwide goods movement-supportive businesses and impact of existing, planned and forecast land uses.

NOTE: Deliverable 4a will be performed separately and will not be part of the selected consultant's scope of work. It is shown here for the benefit of the selected consultant.

Task 5: Evaluate Transportation and Air Quality Impacts of Interregional Projections and Smart Growth Forecasts for the Corridor

Subtask 5a: The selected consultant will make use of newly compiled interregional projections data for the corridor (being compiled as part of a separate and ongoing effort to develop a statewide interregional travel model) along with the housing and employment market demand study in order to develop several corridor-wide land use scenarios. The selected consultant shall develop at least three land use scenarios in close cooperation with the interregional steering committee and local planning staff, and will be geared towards testing the efficacy of smart growth principles and both regions' smart growth visions. Various land use scenarios will be developed for the corridor, including three based on (a) the compiled interregional demographic projections; (b) the build out of local general plans; and (c) the two regions' forecasts for the corridor based on the Bay Area's Smart Growth Vision and SACOG's Blueprint project.

The selected consultant shall analyze each of the interregional land use scenarios using the new statewide high speed rail model that should be completed by the spring of 2006. The analysis should measure each of the land use scenarios for impacts on commuting times, vehicle miles traveled, air quality, and the impacts on goods movement, public transportation, carpooling, ridesharing and other alternative travel options that are currently being developed along the I-80/Capitol Corridor. Among the key questions to be answered through this analysis: which of the scenarios most successfully reduces future traffic congestion, provides the least cost per transportation user benefit and boosts all forms of public transit ridership along the corridor? Which of the scenarios maximizes carpools, vanpools and ridesharing? What impacts do the different scenarios have on goods movement in the corridor? Which of the scenarios produces the least impacts on air quality? Is it possible to quantify impacts the different land use scenarios will have on both future public infrastructure expenditures and overall economic benefits for jurisdictions in the corridor?

As part of this subtask, the selected consultant should reference and incorporate findings from work performed by the partner agencies in tasks 3 and subtask 4a. The selected consultant should also analyze the results from any model runs performed under task 2 by the Solano Transportation Authority that may provide additional information on land use scenarios for Solano County and any related transportation impacts.

Subtask 5b: The data produced as a result of this effort will be shared through several roundtable dialogues. The first round will be with local government planning staff, followed by sessions with local elected officials.

Deliverable 5a: Technical memorandum analyzing at least three alternative land use scenarios for the I-80/Capitol Corridor in terms of the impact on both transportation and air quality, economic impact for corridor jurisdictions and the implications for planned transportation investments along the corridor.

Deliverable 5b: Two roundtable meetings with planning staff and local electeds to discuss the findings from Tasks 3-5 (Performed by MTC, SACOG, STA and ABAG staff).

NOTE: Deliverable 5b will be performed separately and will not be part of the selected consultant's scope of work. It is shown here for the benefit of the selected consultant.

Task 6: Lessons Learned: Implications for Interregional Policy and Planning Practices

Subtask 6a: The selected consultant shall develop findings generated from Tasks 3 through 5 – incorporating findings from tasks 2, 3, 4a and 5b performed by ABAG, SACOG, STA and MTC – and summarize and present them to the interregional steering committee for discussion. Among the key topics anticipated: (a) how to resolve inconsistencies between the two region’s demographic forecasts; (b) how to resolve inconsistencies between the compilation of the interregional corridor-wide projections with both the predicted market demand and the potential growth allowable under the build out of local general plans; (c) how to apply the findings from the land use scenarios (Task 5) to the planned transportation investments in the corridor; and (d) how to accommodate expanded goods movement activities.

Subtask 6b: The four partner agencies will develop recommendations to harmonize the transportation and demographic models—used by SACOG, ABAG, MTC and the Solano Transportation Authority—with the Caltrans statewide travel model and the intercity rail model. The partner agencies, in consultation with Caltrans, shall recommend changes to these models to better account for new demographic projections, jobs-housing balance, and the ability of changes in land use patterns to shift the travel modes for local non-work trips.

Deliverable 6a: Synthesis of lessons learned from tasks 3, 4, & 5, with major public policy implications highlighted and recommendations proposed.

Deliverable 6b: Analysis of existing modeling capabilities within existing planning agencies and recommendations for harmonizing transportation models to better reflect compiled interregional projections (Performed by MTC, SACOG, STA and ABAG staff).

NOTE: Deliverable 6b will be performed separately and will not be part of the selected consultant’s scope of work. It is shown here for the benefit of the selected consultant.

Principles of the Vision FOR USE IN NEGOTIATING PRIORITY DEVELOPMENT AREAS IN THE BAY AREA

The San Francisco Bay Area contains nine counties and over one hundred cities. These local governments are responsible for formulating local land-use plans and for regulating land development consistent with those plans.

There are also a number of region-wide agencies in Bay Area. Three of these, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District and the Metropolitan Transportation Commission (MTC) have joined together in a Joint Policy Committee (JPC) to work toward the refinement and achievement of a collective Vision for the entire Bay Area. The base Vision was developed through the Smart Growth Strategy/Regional Livability Footprint Project. The Project was done under the auspices of a multi-sector partnership—including representatives of government, private business and the voluntary sector—and involved the participation of thousands of citizens from throughout the region.

The regional Vision calls for development that revitalizes central cities and older suburbs, supports and enhances public transit, promotes walking and bicycling, and preserves open spaces and agricultural lands. The Vision seeks to revitalize the already-built environment and ensure that new development occurs in the most efficient manner possible. It aims to create more livable communities with sufficient housing for the region's workforce. The Vision attempts to minimize the impact of development on the environment and on natural resources, it tries to reduce the need for new and redundant public expenditures, and it works to ensure that all the region's residents—including those who are disadvantaged—benefit from the changes associated with growth.

The principles utilized in creating the Vision may assist local governments and region agencies in working together to build a more livable region composed of more livable communities. The principles provide a set of general qualities against which we may test our choices regarding where development occurs.

Regional Policy

The principles are based on explicit regional policy. The Preamble and Policies quoted in the box below have been adopted by the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC) and by the Metropolitan Transportation Commission (MTC).

Preamble

Current land-use patterns in the San Francisco Bay Area are putting intense pressure on the economic, environmental and social wellbeing of the Bay Area and of surrounding regions. The projected addition of over one million new residents and one million new jobs in the coming decades will further challenge our ability to sustain the high quality of life we enjoy today.

To help meet this challenge, the five regional agencies of the Bay Region—the Association of Bay Area Governments, Bay Area Air Quality Management District, Bay Conservation and Development Commission, Metropolitan Transportation Commission and the Regional Water Quality Control Board—along with the economy, environment and social equity caucuses of the Bay Area Alliance for Sustainable Communities, developed a set of Smart Growth policies.

The policies reflect the values articulated by workshop participants of the Smart Growth Strategy/Regional Livability Footprint Project and address Bay Area conditions. The policies are consistent with widely accepted notions of smart growth. They are meant to encourage meaningful participation from local governments, stakeholders and residents.

The policies provide a framework for decision-making on development patterns, housing, transportation, environment, infrastructure, governmental fiscal health and social equity that can lead us toward development of vibrant neighborhoods, preservation of open space, clean air and water, and enhanced mobility choices, while enhancing the Bay Area's relationship with surrounding regions.

Policies

Jobs/Housing Balance and Match

Improve the jobs/housing linkages through the development of housing in proximity to jobs, and both in proximity to public transportation. Increase the supply of affordable housing and support efforts to match job income and housing affordability levels.

Housing and Displacement

Improve existing housing and develop sufficient new housing to provide for the housing needs of the Bay Area community. Support efforts to improve housing affordability and limit the displacement of existing residents and businesses.

Social Justice and Equity

Improve conditions in disadvantaged neighborhoods, ensure environmental justice, and increase access to jobs, housing, and public services for all residents in the region.

Environmental, Natural Resource, Open Space and Agricultural Preservation

Protect and enhance open space, agricultural lands, other valued lands, watersheds and ecosystems throughout the region. Promote development patterns that protect and improve air quality. Protect and enhance the San Francisco Bay and Estuary.

Mobility, Livability and Transit Support

Enhance community livability by promoting in-fill, transit oriented and walkable communities, and compact development as appropriate. Develop multi-family housing, mixed-use development, and alternative transportation to improve opportunities for all members of the community.

Local and Regional Transportation Efficiencies

Promote opportunities for transit use and alternative modes of transportation including improved rail, bus, high occupancy (HOV) systems, and ferry services as well as enhanced walking and biking. Increase connectivity between and strengthen alternative modes of transportation, including improved rail, bus, ride share and ferry services as well as walking and biking. Promote investments that adequately maintain the existing transportation system and improve the efficiency of transportation infrastructure.

Infrastructure Investments

Improve and maintain existing infrastructure and support future investments that promote smart growth, including water and land recycling, brownfield clean-up and re-use, multi-use and school facilities, smart building codes, retention of historic character and resources, and educational improvements.

Local Government Fiscal Health

Improve the fiscal health of local government by promoting stable and secure revenue sources, reduced service provision costs through smart growth targeted infrastructure improvement, and state and regional sponsored fiscal incentives. Support cooperative efforts among local jurisdictions to address housing and commercial development, infrastructure costs, and provision of services.

Cooperation on Smart Growth Policies

Encourage local governments, stakeholders and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted Smart Growth policies. Forge cooperative relationships with governments and stakeholders in surrounding regions to support actions that will lead to inter-regional Smart Growth benefits

The Role of the Location for New Development

At its core, the Vision advocates simple concepts, but they are difficult to achieve. The attainment and maintenance of the qualities we all want for the Bay Area will require the concerted and coordinated effort of all levels of government and the cooperation of myriad participants in the private and voluntary sectors. The Vision will not be realized by just changing the location and density of development. It will require hard choices about where we put our transportation and infrastructure dollars, how we designate and protect open space and other important environmental assets, and what collective steps we take to ensure that all segments of the region's population, particularly our most vulnerable, benefit from growth.

Nevertheless, the location of new development has a central role to play in maintaining the livability of the Bay Area. The location, as well as the composition, density and design of new development has an immense cumulative impact on the Bay Area's ability to sustain a healthy economy and reasonable cost of living, to provide effective and inexpensive public services, to secure adequate choice and opportunity for present and future generations of residents, to protect our environment, and to ensure that we all continue to enjoy a high quality of life.

The Principles

The location of new development is supportive of the Vision and helps pursue the region's livability objectives to the extent that it:

1. Reduces the need to travel long distances;
2. Facilitates transit and other non-automotive travel;
3. Increases the availability of affordable housing;
4. Uses land efficiently;
5. Helps protect natural assets;
6. Promotes social equity;
7. Employs existing infrastructure capacity;
8. Maintains and reinforces existing communities.



DATE: May 3, 2006
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Update on Implementation of Disadvantaged Business Enterprise (DBE) Program

Background:

Local agency recipients of federal funds are required to comply with all elements of Title 49, Part 26 of the CFR entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs". These provisions apply to all federal-aid funded transportation projects.

Each local agency is required to implement a DBE Program and establish an annual overall goal prior to submitting a "Request for Authorization" to proceed with a federal-aid project. Federal-aid contracts refer to U.S. Department of Transportation (DOT) assisted contracts, which includes funding from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Establishment of the overall goal is currently done by a two step process. The overall goal is segregated into race-neutral and race-conscious components. The base figure is determined by the relative availability of DBEs that are ready, willing and able to participate in the federal-aid contracting program. This base figure may then be adjusted based on a required review of agencies knowledge of the contracting market. The evidence used for this adjustment comes from disparity studies, statistical disparities or other relevant means by the local agency.

Race-neutral DBE participation is defined by the level of DBE participation that would be obtained through customary competitive procurement procedures that do not have a DBE goal or a DBE obtains a contract from a prime contractor that did not consider its DBE status in making the contract award.

Race-conscious DBE participation is the component of the overall goal that focuses on assisting only DBEs. The use of contract goals is the primarily example of a race-conscious measure in the DBE Program. Local agencies must establish contract goals to meet any portion of their overall goal they do not project being able to meet using race-neutral means.

Discussion:

On May 9, 2005 the United States Court of Appeals for the Ninth Circuit Court filed an opinion on the Western States Paving Co. vs Washington State Department of Transportation (WSDOT) and the United States of America Department of Transportation (USDOT) Federal Highway Administration (FHWA). The opinion found that while the Federal DBE Program is constitutional on its face, judgment was made against the State because WSDOT's DBE goal was not separately supported with controlled, statistical evidence of discrimination for the race-conscious portion of the goal and therefore was not based on actual evidence of discrimination in its market place.

WSDOT was expected to prove that discrimination had current effects on its market and that such discrimination also affected all of the socially disadvantaged groups included in the WSDOT's DBE Program.

In response to this ruling, Caltrans began a disparity study for 45 days beginning December 30, 2005. This period has been extended an additional 45 days to March 20, 2006. Caltrans is expected to study what, if any discrimination exists to the minority groups included in its DBE Program. This study will be the basis of determining what, if any, changes will be made to the current DBE Program.

On February 9, 2006 Caltrans sent an e-mail to all local agencies notifying them of; 1.) A 45 day extension of the public comment period to March 20, 2006, 2.) By May 1, 2006 a final decision would be made whether to Caltrans will continue with a race-conscious DBE program or if it will be changed to a race-neutral DBE program, and 3.) Should a change be made, the implications to the local agencies.

Should the Department change to a race-neutral DBE program local agencies must:

- Immediately implement the statewide race-neutral DBE program prepared by Caltrans, unless the local agency has a DBE program approved directly by a federal agency. Local agencies will not be required to initiate a 45-day public comment period to effect this change.
- No longer advertise and award contracts with federal-aid funds containing race-conscious DBE goals. Subsequent federal-aid procurements shall contain race-neutral DBE contract language and availability goal.
- Re-advertise with race-neutral contract language, all federal-aid contracts with race-conscious DBE goals, which have had bids opened or proposals received but contract award documents not yet fully executed. A contract change order or contract amendment to change from a race-conscious to race-neutral DBE goal is not acceptable.
- Federal-aid contracts that have been advertised, but for which bids have not yet been opened or proposals received, may proceed with an addendum changing the contract provisions from race-conscious to race-neutral.
- If full execution of the contract award documents has occurred prior to Caltrans change to a race-neutral program, federal-aid contracts with race-conscious DBE goals will continue unchanged and not be affected.
- Local agencies will continue to collect and report anticipated DBE participation at award, and final utilization at completion of all federal-aid contracts.

On **April 12, 2006** Caltrans released documents (Attachment A) that provide a time line and list of draft documents to be used should Caltrans change to a race-neutral DBE Program.

On **April 14, 2006** these documents were be made available on the Division of Local Assistance Website at: <http://www.dot.ca.gov/hq/LocalPrograms/> to assist in local agencies in preparing for the possible transition to a race natural DBE Program, if required. The documents are:

- Draft “Boiler Plate” race-neutral provisions for local agency federal-aid construction contracts.
- Drafts of “Exhibits 10-I and 10-J” race-neutral provisions for local agency federal-aid consultant (Architect & Engineer) contracts.
- Draft of the local agency element of the “California Department of Transportation Disadvantaged Business Enterprise Program Plan” for information and use by local agencies on their federal-aid projects. This DBE Program Plan will replace both the local agencies existing race-conscious DBE Programs and the Caltrans existing race-conscious DBE Program.
- A “DBE Race-neutral Implementation Agreement” to be used by the local agencies acknowledging their responsibilities under Caltrans race-neutral DBE Program. The forms would need to be completed and submitted to the District Local Assistance Engineer (DLAE) by June 1, 2006 by each local agency that currently has a DBE Program or will be receiving federal-aid funds for a local transportation project. This agreement would need to be signed by the Public Works Director/City Engineer or equivalent in the agency.
- A “DBE Annual Submittal Form” to be completed and submitted by the local agency to the DLAE not later than June 1, 2006.
- If the Caltrans decision of to go to a race-neutral DBE Program, an interim measure will be to use the revised version of Local Assistance Procedures Manual (LAPM) Exhibit 12-C “PS&E Certification. This revised “PS&E Certification” will be required for all projects, which have not been awarded/executed before May 1, 2006 (target date). An “Authorization to Proceed” received prior to May 1, 2006 would have been based upon a race-conscious provision included in the PS&E documents, or consultant advertisement documents. By completing this “PS&E Certification”, the local agency certifies that race-neutral provisions were submitted in those contracts, prior to the bid or proposal opening or before awarding of the contract. Any addendum, if applicable, issued by the local agency along with the race-neutral provisions must accompany the revised “PS&E Certification” showing that race-neutral provision were used.

On **May 1, 2006** if Caltrans’ decision is to change to a race-neutral DBE Program, the following documents will be issued:

- A Local Programs Procedures (LPP) changing the applicable guidance and provisions in the LAPM from race-conscious to race-neutral.
- Finalized “Boiler Plate” race-neutral provisions for local agency federal-aid construction contracts.
- Finalized “Exhibits 10-I and 10-J” race-neutral provisions for local agency federal-aid consultant (Architect & Engineer) contracts.

- “California Department of Transportation Disadvantaged Business Enterprise Program Plan” for information and use by local agencies on their federal-aid projects. This DBE Program Plan will replace both the local agencies existing race-conscious DBE Programs and the Caltrans existing race-conscious DBE Program.

On **June 1, 2006** the following will need to be submitted if Caltrans decision is to change to a race-neutral DBE Program:

- Local agencies shall submit to the DLAE their completed “Race-neutral DBE Implementation Agreement” formally acknowledging the local agencies responsibilities under the Caltrans race-neutral DBE Program. The Agreement is to be completed by each local agency that currently has a DBE Program or will be receiving federal-aid funds in the future for a transportation project.
- Local agencies shall submit to the DLAE their “DBE Annual Submittal Form” for FFY October 1, 2006/September 30, 2007. Authorizations to Proceed on subsequent projects will be suspended for any local agency not meeting this deadline by June 15, 2006.

Additional timeline activities exist through September 2006 that is outlined in the attached document from Caltrans. Caltrans still plans on announcing its decision regarding the implementation of its DBE Program on May 1, 2006.

As changes or updates occur, the information will be submitted to the Technical Advisory Committee.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Local Agency DBE Race Neutral Time Line
- B. Caltrans Division of Local Assistance DBE Documents
(To be provided under separate enclosure):
 - Draft local agency “Boiler Plate” race-neutral provisions for construction contracts
 - Drafts of “Exhibits 10-I and 10-J” race-neutral provisions for A&E contracts
 - Draft of the local agency element of the California Department of Transportation Disadvantaged Business Enterprise Program Plan
 - Draft DBE Annual Submittal Form
 - Draft local agencies Race-neutral DBE Implementation Agreement



LOCAL AGENCY DBE RACE NEUTRAL TIME LINE

Please be advised that in the event that the California Department of Transportation (Caltrans) concludes it must implement a solely race-neutral DBE program, the following information is provided to assist local agencies that receive federal-aid funds for transportation projects. This information would be used in the transition from a race-conscious to a race-neutral DBE Program.

Caltrans emphasizes that this information will apply ONLY IF Caltrans decides to implement a solely race-neutral DBE Program. Caltrans will announce its decision on the implementation of its DBE Program on May 1, 2006 (target date).

The following dates and information are provided for planning purposes only and are subject to change; Caltrans cannot guarantee nor accept responsibility or liability for the information provided.

March 1, 2006:

Posting of "Frequently Asked Questions" with answers regarding the possible DBE Program change from race-conscious to race-neutral on the Civil Rights Website (http://www.dot.ca.gov/hq/bep/documents/CT_Internal_and_Local_Agency_External_FAQS_March_1_2006.doc) with a link from the DLA Website. **Note: This item was completed on 3/7/06.** The Frequently Asked Questions will be continually updated as new information becomes available.

April 14, 2006

The following will be available on the Division of Local Assistance (DLA) Website at: <http://www.dot.ca.gov/hq/LocalPrograms/> to assist local agencies in preparing for the possible transition to a race-neutral DBE Program, if required:

- (1) Draft "Boiler Plate" race-neutral provisions for local agency federal-aid construction contracts. This document is being made available for local agency review, however, it can not be used unless Caltrans makes a decision to implement a race-neutral DBE Program.
- (2) Drafts of "Exhibits 10-I and 10-J" race-neutral provisions for local agency federal-aid consultant (Architect & Engineer) contracts. These documents are being made available for local agency review, however, they can not be used unless Caltrans makes a decision to implement a race-neutral DBE Program.
- (3) Draft of the local agency element of the "California Department of Transportation Disadvantaged Business Enterprise Program Plan" for information and use by local agencies on their federal-aid projects. This DBE Program Plan will replace both the local agencies' existing race-conscious DBE Programs and the Caltrans existing race-conscious DBE Program, if Caltrans' decision is to change to a race-neutral DBE Program. (The complete plan is targeted for completion on May 1st.)
- (4) A "DBE Race-neutral Implementation Agreement" to be used by the local agencies acknowledging their responsibilities under Caltrans race-neutral DBE Program. The form will need to be completed and submitted to the DLAE by June 1, 2006 by each local agency that currently has a DBE Program or will be receiving federal-aid funds for a transportation project. This agreement will need to be signed by the Public Works Director/City Engineer or equivalent level in the agency.



- (5) A "DBE Annual Submittal Form" to be completed and submitted by the local agency to the DLAE not later than June 1, 2006. This form will include:
 - a. The local agency's assessment of the level of DBE participation and utilization that the local agency expects could be attained on contracts during the 2006/2007 FFY (Federal Fiscal Year), the methodology for establishing this level, estimated total project costs for both construction and consultant contracts, etc.
 - b. Designated DBE Coordinator information (Name, phone number, e-mail address)
 - c. Local agency's choice for method of prompt pay
- (6) If the Caltrans' decision is to go to race-neutral DBE Program, an interim measure will be to use a revised version of Local Assistance Procedures Manual (LAPM) Exhibit 12-C "PS&E Certification". This revised "PS&E Certification" will be required for all projects, which have not been awarded/executed before the May 1, 2006 (target date). An "Authorization to Proceed" received prior to May 1, 2006 would have been based upon race-conscious provisions included in the PS&E documents or consultant advertisement documents. By completing this "PS&E Certification", the local agency certifies that race-neutral provisions were substituted in those contracts, prior to the bid or proposal opening or before awarding of the contract. Any addendum, if applicable, issued by the local agency along with the race-neutral provisions must accompany the revised "PS&E Certification" showing that race-neutral provisions were used.

May 1, 2006

- (1) If Caltrans' decision is to change to a race-neutral DBE Program, the following documents will be issued:
 - a. A Local Programs Procedures (LPP) changing the applicable guidance and provisions in the LAPM from race-conscious to race-neutral.
 - b. Finalized "Boiler Plate" race-neutral provisions for local agency federal-aid construction contracts.
 - c. Finalized "Exhibits 10-I and 10-J" race-neutral provisions for local agency federal-aid consultant (Architect & Engineer) contracts.
 - d. "California Department of Transportation Disadvantaged Business Enterprise Program Plan", for information and use by local agencies on their federal-aid projects. This combined DBE program will replace both the local agencies' existing race-conscious DBE Programs and the Caltrans existing race-conscious DBE Program.

June 1, 2006

The following will need to be submitted if the Caltrans decision is to change to a race-neutral DBE Program:

- (1) Local agencies shall submit to the DLAE their completed "Race-neutral DBE Implementation Agreement" formally acknowledging the local agencies responsibilities under the Caltrans race-neutral DBE Program. The agreement is to be completed by each local agency that currently has a DBE Program or will be receiving federal-aid funds in the future for a transportation project.
- (2) Local agencies shall submit to the DLAE by June 1, 2006 their "DBE Annual Submittal Form" for FFY Oct 1, 2006/Sept 30, 2007. It is important that local



agencies meet this deadline so that the information is available for use in determining the California DBE Statewide Overall Goal and for the disparity study that Caltrans will be conducting. Due to the importance of local agencies meeting this critical deadline, Authorizations to Proceed on subsequent projects will be suspended for any local agency not meeting this deadline by June 15, 2006.

June 15, 2006

- (1) Deadline for the DLAE to enter each local agency's submitted Annual Anticipated DBE Participation Level and the local agency's estimated project costs (total cost for all of the federal-aid projects), etc. into LP2000 for future downloading by Civil Rights for the calculation of the Annual California DBE Statewide Overall Goal.
- (2) Caltrans begins 45 day Public Participation Process of the Annual California DBE Statewide Overall Goal. An adjustment of the time schedule may be needed in 2007 to ensure sufficient lead time to capture and use 2007 local agency annual DBE data. A local agency may, if it so chooses, initiate a separate 45 day Public Participation Process of the local agency's own Annual Anticipated DBE Participation Level and supporting methodology.

July 1, 2006

Deadline for the DLAE to complete the review and approval/disapproval of each local agency's "Race-neutral Implementation Agreement" and "DBE Annual Submittal Form" for FFY 2006/2007. If disapproved, the local agency needs to be notified by this date with the reasons for disapproval and the corrective action needed. If the corrective action results in a local agency revising its Annual Anticipated DBE Participation Level, then the revised data should be entered by the DLAE into LP2000.

August 1, 2006

The Caltrans Public Participation Process of the California DBE Statewide Overall Goal ends.

September 1, 2006

Caltrans Civil Rights submits the California DBE Statewide Overall Goal to FHWA for review and approval. Caltrans Civil Rights coordinates with FHWA regarding any questions or additional information needed by FHWA for approval.

September 15, 2006

Caltrans receives approval of the California DBE Statewide Overall Goal for FFY2006/2007 from FHWA.

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**Copies of the
Caltrans Division of Local Assistance DBE Documents
have been provided to the STA Board members
under separate enclosure.**

**You may obtain a copies of the
Caltrans Division of Local Assistance DBE Documents
by contacting the STA at
(707) 424-6075.**

Thank you.

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DATE: May 4, 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
Federal Transit Administration Section 5311(F) – Intercity Bus Program	Nam Hinh, Caltrans D4 (916) 654-3860	May 26, 2006
Bikes Belong Coalition Grant Program	Elizabeth Train, Bikes Belong (303) 449-4893	May 29, 2006
Transportation for Livable Communities (TLC) 2006 Capital Program	James Corless, MTC (510) 817-5709	June 23, 2006
Transportation for Clean Air (TFCA), 60% Regional Funds	Karen Chi, BAAQMD (415) 749-5121	Workshop May 2006 Due June 2006



FUNDING OPPORTUNITY

Federal Transit Administration Section 5311(F) – Intercity Bus Program

Due May 26, 2006

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

This summary of the Federal Transit Administration Section 5311(F) – Intercity Bus 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: Both public and private transportation providers are eligible.

Program Description: The program emphasis is connectivity between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide and national significance.

Funding Available: Funding for projects will be based on the merits of the proposal and will be limited to a maximum FTA award of \$200,000.00.

- Eligible Projects:
- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Operating Assistance <ul style="list-style-type: none">• Net project cost-Federal: 50%/ Local: 50%• Direct operating assistance grants• Marketing activities for intercity bus transportation• User-side subsidies• Coordination of rural transit connections between small transit operators and intercity bus carriers• Feeder service connecting to intercity bus network | Capital Assistance - Facility <ul style="list-style-type: none">• Net project cost-Federal: 83%/ Local: 17%• Intercity bus intermodal facilities and depots• Intercity bus shelters or joint-use stops User-side subsidies Capital Assistance - Planning studies <ul style="list-style-type: none">• Net project cost-Federal: 80%/ Local: 20%• Service implementation• Intercity transit coordination plan• Ridership forecast/survey Capital Assistance - Vehicle <ul style="list-style-type: none">• Net project cost-Federal: 80% local: 20%• Acquisition is for new or existing intercity service• Service that supports connectivity to intercity bus network |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Further Details: <http://www.dot.ca.gov/hq/MassTrans/ofa.htm>

Program Contact: Nam Hinh, Nam_Hinh@dot.ca.gov, (916) 654-3860

STA Contact Person: Elizabeth Richards, Director of Transit and Rideshare Services (707) 424-6075



FUNDING OPPORTUNITY
Bikes Belong Coalition Grant Program
Due May 29, 2006

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

This summary of the Bikes Belong Coalition Grant Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors:** Cities and the County of Solano are eligible.
- Program Description:** Bikes Belong is offering grants to address four specific goals: Ridership growth, leveraging funding, building political support, and promoting cycling.
- Funding Available:** Grants are available up to \$10,000. This program is intended to provide funding for local matches for larger fund sources.
- Eligible Projects:** Eligible projects include bicycle facility improvements, education, and capacity projects.
- Previously Funded Projects:**
- North-South Greenway, Marin County, \$10,000
 - Sacramento Area Bike Trails, Sacramento Area Bicycle Advocates, \$10,000
 - YMCA City Bike Education Program, San Francisco, \$5,000
- Funding Contact:** Elizabeth Train, Grants Program Administrator
Bikes Belong Coalition
<http://bikesbelong.org>
1245 Pearl Street, Suite 212
Boulder, Colorado 80302-5253
(303) 449-4893
- STA Contact Person:** Sam Shelton, Assistant Projects Manager, (707) 424-6014
-



FUNDING OPPORTUNITY

Transportation for Livable Communities (TLC) 2006 Capital Program

Due June 23, 2006

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

This summary of the Transportation for Livable Communities (TLC) 2006 Capital Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local governments, transit operators, and other public agencies are eligible recipients of the federal funds. Community-based organizations and nonprofits may be co-partners but cannot receive the funds.

Program Description: The purpose of TLC is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit.

Funding Available: Grant amount ranges from \$500,000 to \$3 million per project.

- Eligible Projects:**
- Bicycle and pedestrian paths and bridges
 - on-street bike lanes
 - pedestrian plazas
 - pedestrian street crossings
 - streetscaping such as median landscaping
 - street trees
 - lighting
 - furniture
 - traffic calming design features such as pedestrian bulb-outs or transit bulbs
 - transit stop amenities
 - way-finding signage
 - gateway features

Further Details: http://www.mtc.ca.gov/planning/smart_growth/tlc_capital_CFP.htm

Program Contact Person: James Corless, MTC, (510) 817-5709

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



FUNDING OPPORTUNITY

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

Workshop May 2006
Due June 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: \$10 million is available in FY 2005-06. The minimum grant for a single project is \$10,000 and the maximum grant is \$1.5 million.

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

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

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

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