



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
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MEETING NOTICE

Wednesday, March 14, 2007

Members:

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

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

6:00 p.m. Regular Meeting

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

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

ITEM	BOARD/STAFF PERSON
I. CALL TO ORDER – CONFIRM QUORUM (6:00 p.m.)	Chair Intintoli
II. PLEDGE OF ALLEGIANCE	
III. APPROVAL OF AGENDA	
IV. OPPORTUNITY FOR PUBLIC COMMENT (6:05 – 6:10 p.m.)	

Pursuant to the Brown Act, public agencies 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 3 minutes per speaker. Gov’t Code §54954.3(a). 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 is 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. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masielat, Clerk of the Board, at (707) 424-6008 during regular business hours, at least 24 hours prior to the time of the meeting.

STA BOARD MEMBERS

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

Gary Cloutier	Alan Schwartzman	Mike Smith	Jack Batson	Bill Kelly	Mike Segala	Steve Wilkins	John Silva
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- V. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls
(6:10 – 6:15 p.m.)
Pg. 1
- VI. **COMMENTS FROM STAFF, CALTRANS AND MTC**
(6:15 – 6:30 p.m.)
- A. **Caltrans Report** Doanh Nguyen,
Caltrans
B. **MTC Report**
C. **STA Report**
1. **Proposition 1B – State Bond Update** Daryl Halls
2. **Update on State Legislative Trip to Sacramento** Jayne Bauer
3. **Transit Consolidation Study Kick-Off** Elizabeth Richards
4. **Solano Napa Commuter Information (SNCI)** Judy Leaks
Program Employer Outreach
- VII. **CONSENT CALENDAR**
- Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:30 – 6:35 p.m.)
- A. **STA Board Minutes of February 14, 2007** Johanna Masiclat
Recommendation:
Approve STA Board Minutes of February 14, 2007.
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- B. **Review Draft TAC Minutes of February 28, 2007** Johanna Masiclat
Recommendation:
Receive and file.
Pg. 15
- C. **Fiscal Year (FY) 2006-07 2nd Quarter Budget Report** Susan Furtado
Recommendation:
Receive and file.
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- D. **Fiscal Year (FY) 2007-08 Transportation Funds for Clean Air (TFCA) 40% Program Manager Guidelines and Call for Projects** Robert Guerrero
Recommendation:
Approve the following:
1. *FY 2007-08 Solano TFCA 40% Program Manager Guidelines.*
2. *Authorize the Executive Director to initiate a Call for Projects for the FY 2007-08 TFCA Program Manager Funds.*
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E. Funding Agreement for Vallejo Community Based Transportation Plan Elizabeth Richards

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a Funding Agreement with MTC for \$60,000 for the Vallejo Community Based Transportation Plan.
2. Authorize the Executive Director to enter into a contract to complete the Cordelia and Vallejo Community Based Transportation Plans.

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F. Construction Contract Advertisement of I-80 Green Valley Bridge Widening Project Janet Adams

Recommendation:

Authorize the Executive Director to advertise the advance construction contract for the Green Valley Bridge Widening (for the I-80 HOV Lanes Project).

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G. Solano County Project Study Report Priorities for Caltrans Oversight for FY 2007-08 Janet Adams

Recommendation:

Adopt the Solano County Project Study Report Priority List for Caltrans oversight as specified in Attachment B for FY 2007-08.

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H. Yolo Solano Air Quality Management District (YSAQMD) Application Review Committee Robert Guerrero

Recommendation:

Authorize the STA Board Chair appoint two STA Board Members or STA Board Alternates from the YSAQMD area to participate in the STA/YSAQMD Clean Air Application Review Committee.

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VIII. ACTION – FINANCIAL

A. Transit Capital and Operating Funding Elizabeth Richards

Recommendation:

Approve the following:

1. Request Prop 1B transit capital funds based upon current county population share;
2. Request Metropolitan Transportation Commission (MTC) to revisit STAF population-based distribution policy to ensure North Bay Counties, Small Operator, and Paratransit operating funds are distributed based upon growth in the future.

6:35 – 6:40 p.m.)

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IX. ACTION – NON-FINANCIAL

- A. I-80 High Occupancy Vehicle (HOV) Lanes California Environmental Quality Act (CEQA) Environmental Document (Mitigated Negative Declaration)** Janet Adams
Recommendation:
Approve the Mitigated Negative Declaration (MND) for the I-80 HOV Lanes Project and file a Notice of Determination (NOD).
(6:40 – 6:45 p.m.)
Pg. 67
- B. North Connector Environmental Document** Janet Adams
Recommendation:
Approve the following:
 - 1. Modify the North Connector environmental document to an Environmental Impact Report/Environmental Assessment (EIR/EA).*
 - 2. Amend the BKF Engineers contract by \$110,000 for additional environmental services.*
(6:45 – 6:50 p.m.)
Pg. 69
- C. I-80/I-680/SR 12 Interchange Alternatives** Janet Adams
Recommendation:
Approve the following:
 - 1. The public release of two alternatives that are recommended to be carried forward into the EIR/EIS for I-80/I-680/SR 12 project.*
 - 2. Authorize the Executive Director to schedule a Public Information/Open House in April 2007 to receive public input.*
(6:50 – 7:05 p.m.)
Pg. 75
- D. Legislative Update – March 2007** Jayne Bauer
Recommendation:
Approve the following:
 - 1. Resolution Number 2007-04 in support of legislation construct a median barrier on SR 12.**
 - 2. A position of support with amendment for AB 444 (Hancock), as specified.**
(7:05 – 7:10 p.m.)
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X. INFORMATIONAL

- A. State Route (SR) 12 Safety Plan Update** Janet Adams
Informational
(7:10 – 7:15 p.m.)
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NO DISCUSSION

- B. Solano Transit Consolidation Study Kick-Off** Elizabeth Richards
Informational
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- C. Solano Napa Commuter Information (SNCI) Program's Employer Outreach Initiative** Judy Leaks
Informational
Pg. 115

- D. 2007 Congestion Management Program Update Schedule** Robert Macaulay
Informational
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- E. Corridor Studies Status Report** Robert Macaulay
- 1. State Route (SR) 113 Major Investment and Corridor Study**
 - 2. North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan**
 - 3. Jepson Parkway Concept Plan**
 - 4. I-80/I-680/I-780 Corridors Highway Operations Implementation Plan**
 - 5. SR 12 Major Investments and Corridor Study**
- Informational*
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- F. Draft Business Plan Update Fiscal Year (FY) 2007-08 and FY 2008-09 for the Capitol Corridor and Public Workshops** Jayne Bauer
Recommendation:
Informational.
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- G. Safe Routes to School (SR2S) Update** Sam Shelton
Informational
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- H. Project Delivery Update** Sam Shelton
Informational
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- I. **Updated STA Board Meeting Schedule for Calendar Year 2007** Johanna Masiclat
Informational
Pg. 184
- J. **Funding Opportunities Summary** Robert Guerrero
Informational
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XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for
Wednesday, April 11, 2007, 6:00 p.m., Suisun City Hall Council Chambers.



MEMORANDUM

DATE: March 7, 2007
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –March 2007

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.

Recent State Route (SR) 12 Fatalities Heighten Awareness and Urgency for Safety Improvements on SR 12*

On three consecutive days this week, traffic accidents have occurred resulting in fatalities on SR 12. The first two incidents took place in Solano County and the 3rd accident was in San Joaquin County. In response, State Senator Patricia Wiggins and Assembly Member Lois Wolk informed members of the STA Board of their intention to introduce legislation supporting the placement of a median barrier on SR 12. This is in addition to the previous introduction of AB 112 (Wolk) which proposed to reinstate the SR 12 corridor between I-80 and I-5 as a double fine zone corridor. At the Board meeting, Caltrans staff has been invited to provide an update of their efforts to expedite the completion of the near term safety projects planned for SR 12 and initial planning for a median barrier.

STA Board and Business Community Travel to Sacramento *

On March 7, 2007, four members of the STA Board (Chair Intintoli, Mayors Augustine, Price and Woodruff) were joined by representatives of Solano EDC, the Fairfield/Suisun Chamber of Commerce, the Vacaville Chamber of Commerce and the Vallejo Chamber of Commerce on a trip to Sacramento to advocate for state funding for our priority projects. The focus of the trip was safety on SR 12 and the rash of recent fatalities on SR 12. In addition, the STA Board highlighted the importance of obtaining Proposition 1b – Trade Corridor funds for the relocation of the Cordelia Truck Scales.

Two Solano County Projects Receive CMIA Funds from California Transportation Commission (CTC)

On February 28, 2007, the California Transportation Commission (CTC) awarded \$4.5 billion in Proposition 1B Corridor Mobility Investment Account (CMIA) funds to projects throughout California. The SR 12 Jameson Canyon project received \$74 million, a reduction of \$21 million from the CTC staff recommendation. STA, Caltrans and MTC are requesting that an additional \$11 million in unallocated CMIA funds be added back to this project at the CTC meeting in April. In addition, the CTC awarded \$56 million to

the I-80 High Occupancy Vehicle (HOV) Lane project, a segment of the I-80/I-680/SR 12 Interchange. This amount was significantly less than the \$150 million in CMIA funds requested by STA and recommended by the Metropolitan Transportation Commission (MTC) and Caltrans. STA staff is currently working with MTC and Caltrans to request \$50 million from the Proposition 1B Trade Corridors category that will be programmed either by the State Legislature or the CTC later this year.

STA Readies Priority Projects to Move Forward *

On this agenda, staff has included three separate actions for three priority projects to continue to move these projects rapidly toward construction. The environmental document for the I-80 High Occupancy Vehicle Lanes project is recommended for approval. This project is scheduled to begin construction in 2008. Staff is recommending the environmental document for the North Connector be modified to an Environmental Impact Report (EIR). In addition, staff is requesting Board authorization to release the two preferred alternatives for the reconstruction of the I-80/I-680/SR 12 Interchange. All of three of these requested actions will continue to move these projects forwarded a timely and expedited manner.

STA Request Transit Capital Funds from Proposition 1B *

Proposition 1B includes \$4 billion statewide for transit capital. The Bay Area is slated to receive \$1.27 billion in transit capital funds. Of these funds, \$900 million will be allocated based on revenues generated and will primarily be allocated to the large, urban county transit operators. \$347 million is allocated as population based funds and MTC has discretion over how to allocate these funds. Over the past few months, staff has worked with Solano County's transit operators to identify and prioritize Solano's transit capital needs. Staff is recommending the STA request MTC provide Solano County with an amount of transit capital funds equivalent to Solano's population share of the Bay Area.

Transit Consolidation Study Underway *

At the meeting, staff will introduce John Harris, the project manager for the transit consolidation study, and David McCrossen, the consultant assigned to lead the public input process for the study. The next few months will be spent soliciting input and suggestions from elected officials and local transit prior to providing presentation to all city councils and the Board of Supervisors.

Attachment:

- A. STA Acronyms List of Transportation Terms



STA ACRONYMS LIST OF TRANSPORTATION TERMS

A		P	
ABAG	Association of Bay Area Governments	PAC	Pedestrian Advisory Committee
ADA	American Disabilities Act	PCC	Paratransit Coordinating Council
AVA	Abandoned Vehicle Abatement	PCRPP	Planning and Congestion Relief Program
APDE	Advanced Project Development Element (STIP)	PDS	Project Development Support
AQMD	Air Quality Management District	PDT	Project Delivery Team
B		PMP	Pavement Management Program
BAAQMD	Bay Area Air Quality Management District	PMS	Pavement Management System
BABC	Bay Area Bicycle Coalition	PNR	Park and Ride
BAC	Bicycle Advisory Committee	POP	Program of Projects
BATA	Bay Area Toll Authority	PPM	Planning, Programming and Monitoring
BCDC	Bay Conservation and Development Commission	PSR	Project Study Report
BT&H	Business, Transportation & Housing Agency	PTA	Public Transportation Account
C		PTAC	Partnership Technical Advisory Committee (MTC)
CAF	Clean Air Funds	R	
CALTRANS	California Department of Transportation	RABA	Revenue Alignment Budget Authority
CARB	California Air Resources Board	REPEG	Regional Environmental Public Education Group
CCCC (4-Cs)	City County Coordinating Council	RFP	Request for Proposal
CCCTA (3CTA)	Central Contra Costa Transit Authority	RFQ	Request for Qualification
CEQA	California Environmental Quality Act	RM 2	Regional Measure 2
CHP	California Highway Patrol	RRP	Regional Rideshare Program
CIP	Capital Improvement Program	RTEP	Regional Transit Expansion Policy
CMA	Congestion Management Agency	RTIP	Regional Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality	RTMC	Regional Transit Marketing Committee
CMP	Congestion Management Program	RTP	Regional Transportation Plan
CNG	Compressed Natural Gas	RTPA	Regional Transportation Planning Agency
CTA	County Transportation Authority	S	
CTC	California Transportation Commission	SACOG	Sacramento Area Council of Governments
CTEP	County Transportation Expenditure Plan	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
CTP	Comprehensive Transportation Plan	SCTA	Sonoma County Transportation Authority
D		SHOPP	State Highway Operations and Protection Program
DBE	Disadvantaged Business Enterprise	SJCOG	San Joaquin Council of Governments
DOT	Federal Department of Transportation	SNCI	Solano Napa Commuter Information
E		SOV	Single Occupant Vehicle
EIR	Environmental Impact Report	SMAQMD	Sacramento Metropolitan Air Quality Management District
EIS	Environmental Impact Statement	SP&R	State Planning and Research
EPA	Environmental Protection Agency	SR2S	Safe Routes to School
F		SR2T	Safe Routes to Transit
FHWA	Federal Highway Administration	SRITP	Short Range Intercity Transit Plan
FST	Fairfield-Suisun Transit	SRTTP	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
G		STA	Spare the Air
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
H		STIP	State Transportation Improvement Program
HIP	Housing Incentive Program	STP	Surface Transportation Program
HOV	High Occupancy Vehicle	T	
I		TAC	Technical Advisory Committee
ISTEA	Intermodal Surface Transportation Efficiency Act	TAM	Transportation Authority of Marin
ITIP	Interregional Transportation Improvement Program	TANF	Temporary Assistance for Needy Families
ITS	Intelligent Transportation System	TAZ	Transportation Analysis Zone
J		TCI	Transportation Capital Improvement
JARC	Jobs Access Reverse Commute	TCM	Transportation Control Measure
JPA	Joint Powers Agreement	TCRPP	Transportation Congestion Relief Program
L		TDA	Transportation Development Act
LS&R	Local Streets & Roads	TDM	Transportation Demand Management
LTA	Local Transportation Funds	TEA	Transportation Enhancement Activity
LEV	Low Emission Vehicle	TEA-21	Transportation Efficiency Act for the 21 st Century
LIFT	Low Income Flexible Transportation	TFCA	Transportation Funds for Clean Air
LOS	Level of Service	TIF	Transportation Investment Fund
LTF	Local Transportation Funds	TIP	Transportation Improvement Program
M		TLC	Transportation for Livable Communities
MIS	Major Investment Study	TMA	Transportation Management Association
MOU	Memorandum of Understanding	TMP	Transportation Management Plan
MPO	Metropolitan Planning Organization	TMTAC	Transportation Management Technical Advisory Committee
MTC	Metropolitan Transportation Commission	TOS	Traffic Operation System
MTS	Metropolitan Transportation System	TRAC	Trails Advisory Committee
N		TSM	Transportation Systems Management
NEPA	National Environmental Policy Act	U, V, W Y. & Z	
NCTPA	Napa County Transportation Planning Agency	UZA	Urbanized Area
NHS	National Highway System	VTA	Valley Transportation Authority (Santa Clara)
NVTA	Napa Valley Transportation Authority	W2W	Welfare to Work
O		WCCCTAC	West Contra Costa County Transportation Advisory Committee
OTS	Office of Traffic Safety	YSAQMD	Yolo/Solano Air Quality Management District
		ZEV	Zero Emission Vehicle

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DATE: March 5, 2007
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Consent Calendar Summary
(Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board to approve the following attached consent items:

- A. STA Board Minutes of February 14, 2007
- B. Review Draft TAC Minutes of February 28, 2007
- C. Fiscal Year (FY) 2006-07 2nd Quarter Budget Report
- D. Fiscal Year (FY) 2007-08 Transportation Funds for Clean Air (TFCA) 40% Program Manager Guidelines and Call for Projects
- E. Funding Agreement for Vallejo Community Based Transportation Plan
- F. Construction Contract Advertisement of I-80 Green Valley Bridge Widening Project
- G. Solano County Project Study Report Priorities for Caltrans Oversight for FY 2007-08
- H. Yolo Solano Air Quality Management District (YSAQMD) Application Review Committee

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SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
February 14, 2007

I. CALL TO ORDER

Chair Intintoli called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Anthony Intintoli (Chair)	City of Vallejo
	Steve Messina (Vice Chair)	City of Benicia
	Mary Ann Courville	City of Dixon
	Harry Price	City of Fairfield
	Ed Woodruff	City of Rio Vista
	Pete Sanchez	City of Suisun City
	Steve Wilkins (Alternate Member)	City of Vacaville
	Jim Spring	County of Solano

MEMBERS

ABSENT:	Len Augustine	City of Vacaville
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STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masiclat	Clerk of the Board
	Janet Adams	Director of Projects
	Robert Macaulay	Director of Planning
	Elizabeth Richards	Director of Transit and Rideshare Services
	Susan Furtado	Financial Analyst/Accountant
	Jayne Bauer	Marketing and Legislative Program Manager
	Robert Guerrero	Senior Planner
	Sam Shelton	Assistant Project Manager
	Karen Koelling	Administrative Assistant II

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Birgitta Corsello	Solano County
Gene Cortright	City of Fairfield
Mike Duncan	City of Fairfield
June Guidotti	Resident, City of Suisun City
George Guynn, Jr.	Resident, City of Suisun City
Gus Khouri	Shaw/Yoder, Inc.
Gary Leach	City of Vallejo
Erin Pursell	The Reporter
Dan Schiada	City of Benicia
Alan Schwartzman	Vice Mayor, City of Benicia
Mike Segala	Councilmember, City of Suisun City

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

June Guidotti raised several concerns regarding drainage problems and safety improvements on Scally Road off of SR 12.

George Guynn, Jr. raised concerns about the limitations of public speaking at the County Board of Supervisors meetings.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- California Transportation Commission (CTC) to Release Draft CMIA Projects List
- Board Adoption of Draft 2006 STIP Augmentation
- Staff to Provide Overview of Forthcoming Environmental Documents for Priority Projects
- Safe Routes to Schools Program Begins to Take Shape with Community Priorities
- Countywide Economic Summit to Provide Guidance for Future Update of STA's Plans and Priority Projects
- New Director of Planning Joins STA

VI. COMMENTS FROM STAFF, CALTRANS AND MTC

A. Caltrans Report

STA's Janet Adams provided report on behalf of Doanh Nguyen, Caltrans District 4 Project Manager, regarding the status of paving and rehabilitation projects on I-80 and State Route (SR) 12.

- B. MTC Report:**
MTC Commissioner Sperring reported meeting with California Transportation Commission (CTC) Commissioners regarding Proposition 1B CMIA funds for Solano County projects.
- C. STA Report:**
 - 1. Environmental Document Overview – Janet Adams**
 - 2. State Legislative Update from Shaw/Yoder, Inc. – Gus Khouri**

VII. CONSENT CALENDAR

On a motion by Member Price, and a second by Member Sanchez, consent calendar items A through J were unanimously approved with the exception of VII.G, I-80 High Occupancy Vehicle (HOV) Lanes Project Regional Measure 2 (RM 2) Allocation Request which was pulled for public comment.

- A. STA Board Minutes of January 10, 2007**
Recommendation:
Approve STA Board Minutes of January 10, 2007.
- B. Review Draft TAC Minutes of January 31, 2007**
Recommendation:
Receive and file.
- C. Updated STA Board Meeting Schedule for Calendar Year 2007**
Recommendation:
Informational.
- D. Route (Rt.) 30 and 90 Services and Funding Agreement**
Recommendation:
Approve the following:
Authorize the Executive Director to execute a service and funding agreement for Rts. 30 and 90 with Fairfield/Suisun Transit.
- E. Planning, Programming and Monitoring (PPM) Fiscal Year (FY) 2007-08 Work Plan**
Recommendation:
Approve FY 2007-08 Planning, Programming and Monitoring (PPM) Work Plan.
- F. State Route (SR) 113 Corridor Study Contract**
Recommendation:
Authorize the Executive Director to enter into a contract agreement with Kimley Horn and Associates to complete the SR 113 Major Investment and Corridor Study for an amount not to exceed \$275,000.

G. This item was pulled for discussion (see below).

H. Jepson Parkway Project Contract Amendments

Recommendation:

Authorize the Executive Director to amend the contract with Jones and Stokes for an additional \$25,000 and to amend the PBS&J contract for an additional \$473,815 for the preparation of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Jepson Parkway Project until December 30, 2008.

I. Right-of-Way Acquisition Services for the North Connector Project

Recommendation:

Authorize the Executive Director to enter into an agreement with the Contra Costa County Real Property Division to provide right-of-way acquisition services for the North Connector Project East Segment for an amount not to exceed \$295,000.

J. Solano Transit Consolidation Study Budget Amendment

Recommendation:

Authorize the Executive Director to enter into a contract with DKS Associates for the countywide Transit Consolidation Study in an amount not-to-exceed \$150,000.

G I-80 High Occupancy Vehicle (HOV) Lanes Project Regional Measure 2 (RM 2) Allocation Request

Recommendation:

Approve the attached Resolution No. 2007-02 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$6.525 million for Final Design for the I-80 HOV Lanes project and for the construction of the Green Valley Bridge Widening project.

Public Comments:

George Guynn, Jr. addressed his opposition to the construction of the I-80 HOV Lanes project.

On a motion by Member Spring, and a second by Member Price, the STA Board unanimously approved the recommendation.

VIII. ACTION ITEMS: FINANCIAL

A. 2006 State Transportation Improvement Program (STIP) Augmentation

Janet Adams reviewed the staff recommended 2006 STIP Augmentation of Highway and Public Transportation Account (PTA) funds. She added that staff also recommends the Jameson Canyon project as part of an overall leveraging of the Proposition 1B CMIA funds for the project in partnership with Napa County committing some of their STIP.

Board Comments:

None presented.

Public Comments:

None presented.

Recommendation:

Approve the programming of 2006 STIP Augmentation funds as shown in Attachment A.

Highway Funds (\$11.67 M)	PTA Funds (\$5.33 M)
PPM FY 2007-08 through FY 2010-11 (\$2.833 M)	Dixon Transit Center (\$1.33 M Envir.)
SR 12 Jameson Canyon (\$7 M Design)	Vallejo Ferry Maint. Station (\$2.0 M Construction)
Jepson Pkwy (\$1.837 M)	Fairfield-Vacaville Train Station (\$2.0 M Construction)

On a motion by Vice Chair Messina, and a second by Chair Intintoli, the STA Board unanimously approved the recommendation.

B. Transit Capital Funding Plan

Elizabeth Richards reviewed the development of a draft comprehensive Transit Capital Plan and the potential funding available for local bus replacements in Solano County. She addressed the four (4) options developed to address STA’s priorities for State Transportation Assistance Fund (STAF) Northern Counties share funding and the needs for bus replacement.

Board Comments:

At the request of Member Price, Elizabeth Richards and Daryl Halls explained the difference between revenue- and population-based allocations of the STAF funds.

Public Comments:

None presented.

Recommendation:

Approve the following:

1. The allocation of \$1 million of STAF for Rt. 30 and Rt. 90 vehicle replacement and operating costs;
2. Revisit this issue subject to MTC completing the adoption of its policy of allocating State Transit Assistance Funds (STAF) population funds.

On a motion by Vice Chair Messina, and a second by Member Spring, the STA Board unanimously approved the recommendation.

IX. ACTION ITEMS: NON-FINANCIAL

A. Legislative Update – February 2007

Jayne Bauer summarized the Governor’s proposed State Budget for 2007-08. She introduced two bills (AB) 112 (Wolk) SR 12 Highway Safety Enhancement, Double Fine Zone and ACR 7 (Wolk) Officer David Lamoree Memorial Highway (SR 12) which have not yet been forward to any legislative committees.

Board Comments:

Chair Intintoli requested clarification on why the AB 112 has a resolution and the ACR 7 does not. Jayne Bauer responded that cities were interested in a sample resolution that we provided to them for a proposed wording. Daryl Halls indicated that STA would have to work hard to pass AB 112 because of the overall reluctance to approve the double fine zone legislation.

Chair Intintoli asked if this fight is worth taking on? Daryl Halls responded that it is a process of showing commitment to the legislative committees. He said the committees would need to know that the previous double fine zone was effective and that we are approaching this on different angles.

Chair Intintoli asked why is there reluctance on the double fine zone on the part of legislators? Janet Adams responded that because legislators do not feel legislation should be used for enforcement. The double fine zone is a temporary enforcement activity and in order to get the double fine zone through, we would need to demonstrate our multi-pronged approach to improving safety on Highway 12. Legislation is one component, and the other components are education, enforcement, capital improvements, and a study to see what other safety improvements are needed.

After further discussion, supportive comments to the proposed legislative items (AB 112 and ACR 7) were received from Members Courville, Price, Woodruff, and Alternate Member Wilkins.

Public Comments:

June Guidotti raised several concerns regarding drainage problems and safety improvements on Scally Road off of SR 12.

Recommendation:

Approve the adoption of the following positions on proposed state legislative items:

- AB 112 (Wolk) – Sponsor and support; approve Resolution No. 2007-03
- ACR (Wolk) – Cosponsor and support

On a motion by Member Woodruff, and a second by Member Spering, the STA Board unanimously approved the recommendation.

X. INFORMATION ITEMS

A. State Route (SR) 12 Safety Update

This item was presented and combined with Agenda Item IX.A, Legislative Update.

Board Comments:

See Board Comments under Agenda Item IX.A, Legislative Update.

Public Comments:

George Guynn, Jr. commented on the safety improvements on SR 12 and I-80/I-680 Interchange.

NO DISCUSSION

B. Highway Projects Status Report:

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

Informational

C. Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2007-08 Status

Informational

D. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2007-08

Informational

E. 2009 Metropolitan Transportation Commission (MTC) Regional Transportation Plan (RTP) Approach and Schedule

Informational

F. Safe Routes to School (SR2S) Update

Informational

G. Funding Opportunities Summary

Informational

XI. BOARD MEMBER DISCUSSION ITEMS - WORKSHOP

A. Solano Travel Safety Plan and Priorities Workshop

Janet Adams provided overview on STA's travel safety goals and objectives. She reviewed the completed and current safety efforts and the next three (3) years of safety planning.

Sam Shelton spoke on the Safe Routes to School (SR2S) Program. He reviewed the SR2S Program's goals, community task force efforts, and the timeline of upcoming public input meetings.

Board Comments:

Member Messina encouraged staff to create a list of mixed project sizes (some big and some small) to make sure funding opportunities are not bypassed.

Alternate Member Wilkins commented on the traffic management in our county during freeway and/or road closures. He said the media does not do the job. He suggested communicating with CHP/Caltrans to turn traffic around in the county lines.

Member Spring emphasized identifying the projects and the partners that are delivering these projects.

Member Price suggested developing a plan for major disasters.

Public Comments:

None presented.

B. Introduction – Implementation of County Transportation for Livable Communities (TLC) Plan at the Community Level

Robert Guerrero introduced and provided background to the TLC Plan adopted by the STA Board in 2004.

Board Comments:

None presented.

XI. BOARD MEMBER COMMENTS:

Member Price commented on the excellent job by Janet Adams and Mike Duncan on the Mayor's show regarding the North Connector Project.

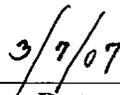
XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:40 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, March 14, 2007, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested By:



Johanna Masiclat
Clerk of the Board



Date



TECHNICAL ADVISORY COMMITTEE
DRAFT
Minutes of the meeting
February 28, 2007

I. CALL TO ORDER

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

Present:

TAC Members Present:	Dan Schiada	City of Benicia
	Janet Koster	City of Dixon
	Gene Cortright	City of Fairfield
<i>Arrived at 1:40 p.m.</i>	Lee Evans	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Jayne Bauer	STA
	Judy Leaks	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Johanna Masiclat	STA

Others Present:	Mike Duncan	City of Fairfield
	George Guynn, Jr.	Resident, City of Suisun City
	Ed Huestis	City of Vacaville
	Raymond Kan	MTC
	Jeff Knowles	City of Vacaville

II. APPROVAL OF THE AGENDA

On a motion by Dale Pfeiffer, and a second by Dan Schiada, the STA TAC unanimously approved the agenda as amended shown below:

- Agenda Item VII.B (Information Item)
Added "3. Jepson Parkway Concept Plan" to the overall title of the Corridor Studies Status Update

- Agenda Item VII.J (Information Item)
Added the Solano Napa Commuter Information (SNCI) Employer Outreach Initiative to be presented by Judy Leaks.

III. OPPORTUNITY FOR PUBLIC COMMENT

George Gwuyenn commented on the improvements along the I-80 Corridor.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: *Via Teleconference:*

Daryl Halls provided a teleconference report from Irvine of the California Transportation Commission (CTC)'s Special Bond Meeting he attended earlier today. He announced that Solano County received a funding total of \$93 million from Proposition 1B Corridor Mobility Improvement Account (CMIA), but did not receive the full amount requested for I-80/I680.

STA staff provided information on the following:

Robert Guerrero:

Second Call for Project for Transportation for Livable Communities

Jayne Bauer:

Capitol Corridor Release of Draft Business Plan for FY 2007-08 and FY 2008-09.

V. CONSENT CALENDAR

On a motion by Gary Leach, and a second by Dan Schiada, the STA TAC unanimously approved Consent Calendar Items A through B.

Recommendations:

A. Minutes of the TAC Meeting of January 3, 2007

Recommendation:

Approve minutes of January 3, 2007

B. Fiscal Year (FY) 2007-08 Transportation Funds for Clean Air (TFCA) 40% Program Manager Guidelines and Call for Projects

Recommendation:

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

1. FY 2007-08 Solano TFCA 40% Program Manager Guidelines.
2. Authorize the Executive Director to initiate a Call for Projects for the FY 2007-08 TFCA Program Manager Funds.

VI. ACTION ITEMS

A. **Construction Contract Advertisement of I-80 Green Valley Bridge Widening Project**

Janet Adams commented that staff is recommending that the STA Board authorize the Executive Director to advertise the Green Valley Bridge Widening project in accordance with all applicable sections of the California Public Contract Code and solicit bids for the construction. She added that it should be noted that the Biological Opinion (BO) from the US Fish and Wildlife Service and several permits need to be secured prior to awarding the construction contract, including permits from the Regional Water Quality Board, the US Army Corps of Engineers (USACE) and the Department of Fish and Game.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to advertise the advance construction contract for the Green Valley Bridge Widening (for the I-80 HOV Lanes project).

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

B. **I-80 High Occupancy Vehicle (HOV) Lanes California Environmental Quality Act (CEQA) Environmental Document (Mitigated Negative Declaration)**

Janet Adams stated that Caltrans is expected to approve the Mitigated Negative Declaration (MND) as the lead agency by the end of February 2007. In preparation of this pending action, STA staff is recommending the MND be brought to the STA Board for consideration of approval as the Responsible Agency at the March 14, 2007 Board Meeting. FHWA will be approving a Categorical Exclusion (CE) for the project later this spring.

Recommendation:

Forward a recommendation to the STA Board to approve the Mitigated Negative Declaration (MND) for the I-80 HOV Lanes project and file a Notice of Determination (NOD).

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

C. **Project Study Report Priorities for Caltrans Oversight**

Janet Adams stated that a letter was received from Lee Taubeneck, Deputy District Director, Caltrans District 4, requesting STA provide a recommendation of priority preliminary engineering projects for oversight in preparation of the District 4 Caltrans Planning Division requesting resources for the next fiscal year. She reviewed with the STA TAC the proposed Project Study Report priority list as of February 2007.

Based on input, the STA TAC recommended the priority list be split into two separate lists. One for Caltrans lead projects and one requiring Caltrans oversight.

Priorities were established to each list. Priority one and two for the Caltrans lead projects are:

1. I-80 EB/WB Aux lanes; Travis Blvd. to AB Pkwy PSR
2. I-80/I-505 Weave Correction

In addition, the TAC made the following revisions to the Local Projects for Caltrans Oversight:

- Move Priority No. 5 to Priority No. 6
- Move Priority No. 6 to Priority No. 5
- Move Priority No. 8 to Priority No. 7
- Add Vallejo's American Canyon/Hiddenbrooke Interchange as priority No. 9

Recommendation:

Recommend the STA Board adopt the Project Study Report Priority List for Caltrans oversight as specified in Attachment B for Solano County.

On a motion by Dan Schiada, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation as amended.

D. Transit Capital and Operating Funding

Elizabeth Richards reviewed the request for Proposition 1B transit capital funds based upon the county population share. In addition, she also reviewed MTC's proposal for how population-based State Transit Assistance Fund (STAF) will be allocated in the future.

Recommendation:

Recommend to the STA Board to approve the following:

1. Request Prop 1B transit capital funds based upon county population share;
2. Request Metropolitan Transportation Commission (MTC) to revisit STAF population-based distribution policy to ensure North Bay Counties, Small Operator, and Paratransit operating funds are distributed based upon growth in the future.

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

VII. INFORMATION ITEMS

A. 2007 Congestion Management Program Update Schedule

Robert Guerrero requested from TAC members to submit current LOS calculations for those portions of the CMP network or intersections in their jurisdictions by June 1, 2007. The LOS calculations should be based on traffic counts conducted between March through May 2007. He reviewed the proposed dates for the development of the 2007 CMP, with a deadline to submit the final CMP to MTC in October 2007.

B. Corridor Studies Status Update

- 1. State Route (SR) 113 Major Investment and Corridor Study**
- 2. North Connector Transportation for Livable Communities Corridor Concept Plan**
- 3. Jepson Parkway Concept Plan**
- 4. I-80/I-680/I-780 Corridors Highway Operations Implementation Plan**
- 5. SR 12 Major Investments and Corridor Study**

Robert Macaulay reviewed current and planned corridor studies in Solano County. He provided updates to the projects listed above.

C. Legislative Update – February 2007

Jayne Bauer provided update on State and Federal legislation pertaining to upcoming meetings in Sacramento (March 7) and Washington, D.C. (March 25-28). She indicated that the focus for the meetings would be on the projects STA submitted as candidates for the Corridor Mobility Improvement Account (CMIA) Proposition 1B state bond funds.

D. Solano Transit Consolidation Study Kick-off

Elizabeth Richards stated that the Solano Transit Consolidation Study has been initiated by DKS Associates. She indicated that a wide variety of perspectives and input will be solicited by conducting interviews with transit operator staff, other city staff, public officials, and others. Interviews will begin in March and presentations to City Councils are scheduled to begin in April.

E. Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2007-08 Fund Estimates

Elizabeth Richards stated that the new TDA and STAF FY 2007-08 revenue projections are in the process of being approved by MTC. She reviewed the Draft FY 2007-08 TDA Solano fund estimate, and the revenue- and population-based fund estimates.

F. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2007-08

Elizabeth Richards provided an update on the issues raised at the December 2006, Unmet Transit Needs Public Hearing for FY 2007-08 TDA funding. She requested detailed responses from transit operators within the next two weeks.

G. Solano Travel Safety Plan and Priorities

Sam Shelton recapped the STA Board's workshop presentation from the February 14, 2007 Board meeting regarding completed and current safety efforts, next three (3) years of safety planning, STA effort to streamline the way safety is considered in out plans and studies, and funding options for safety project/programs.

H. Safe Routes to School (SR2S) Update

Sam Shelton provided a status report to the outreach process of STA's SR2S Program. He provided an updated schedule and reviewed the remaining SR2S meetings to complete the SR2S Study before the next Federal Safe Routes to School (SRTS) grant applications are due (January 2008).

I. Project Delivery Update

Sam Shelton cited delivery deadlines of locally sponsored projects. He indicated that the first STA Project Delivery Working Group meeting is being proposed for March 2007.

J. Solano Napa Commuter Information (SNCI) Employer Outreach Initiative

Judy Leaks reviewed SNCI's new Employer Outreach Initiative that is being developed. She stated that the initiative would expand SNCI's current employer outreach program and will create partnerships with business organizations. A kick-off breakfast would be held in April where employers would be encouraged to register for the "Solano Employer Commuter Challenge".

INFORMATION ITEMS – NO DISCUSSION

A. STA Board Meeting Highlights – February 14, 2007

Informational

B. Updated STA Board and Advisory Committee Meeting Schedule for 2007

Informational

C. Draft Business Plan Update FY 2007-08 and FY 2008-09 for the Capitol Corridor and Public Workshops

Informational

D. Funding Opportunities Summary

Informational

VIII. ADJOURNMENT

The meeting was adjourned at 3:35 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, March 28, 2007.



DATE: February 28, 2007
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2006-07 2nd Quarter Budget Report

Background:

In December 13, 2006, the STA Board was presented with the 1st Quarter Budget Report for FY 2006-07. On January 10, 2007, the STA Board approved the FY 2006-07 Mid-Year Budget Revisions to reflect additional fund sources for new projects and carryover funds from prior year FY 2005-06.

Discussion:

The attached STA financial report shows the revenue and expenditure year-to-date activity ending December 31, 2006. The STA's total program administration and operation expenditures for the 2nd Quarter are at 19% with total revenue at 26% for the FY 2006-07 budget.

Revenues:

Most STA programs are funded with grants on a reimbursement basis, however, a few receive quarterly advances. Total revenue of \$3,599,578 (26%) has been received and billed for the 2nd Quarter ending December 31, 2006. This revenue amount represents reimbursement of program expenditures and other fund source advances received and billed year-to-date.

Expenditures:

STA's projects and programs are ongoing and expenditures are for actual work billed, which may not be reflective of the budget ratio for the Quarter.

- **STA's Operation and Administration is at 41% of budget.** The STA Operation Management and Administration budget ratio for the 2nd Quarter is within budget projections. Approved budget activities are in process and are expected to align with budget expectations before the end of the fiscal year. The STA Board of Directors expenditures are expected to align with budget expectations in the next Quarter with the STA Board Members Federal Legislative Washington DC trip.
- **Transit and Rideshare Services/SNCI is at 25% of budget.** The billings from project consultants for projects such as the Transit Consolidation Feasibility Study, Countywide Ridership Survey, Solano Express Marketing, and Solano Paratransit Assessment Implementation are underway and invoices were submitted after the end of the 2nd Quarter. Therefore, the forecasted expenditures for these projects actual work completed are not reflective of the current budget ratio for this quarter. It is expected that these forecasted expenditures will align to the budget expectations by the end of the fiscal year.

- **Project Development at 14% of budget.** The State Route (SR) 12 Bridge Realignment and the I-80 High Occupancy (HOV)/Turner Parkway Overcrossing Projects have not started due to the finalization of consultant contracts, finalizing funding agreements, and obtaining Federal approval to proceed. Most of STA's projects are on a reimbursement basis and two projects are in its initial stage, therefore, the forecasted expenditures for the projects are not reflective of the budget ratio for the Quarter. It is expected that these forecasted expenditures will align to the budget expectations by the end of the fiscal year or budget revisions will be proposed to carryover funds for ongoing projects to the next fiscal year.
- **Strategic Planning at of 22% of budget.** The State Route (SR) 113 Major Investment Study (MIS)/Corridor Study Project has not started due to the finalization of the consultant contracts and funding agreement. It is expected that these forecasted expenditures will align to the budget expectations by the end of the fiscal year or budget revisions will be proposed to carryover funds for ongoing projects to the next fiscal year. The Transportation Funds for Clean Air (TFCA) and the Abandoned Vehicle Abatement (AVA) Programs invoices were submitted after the end of the Quarter. Therefore, the forecasted expenditures for these projects for actual work completed are not reflective of the budget ratio for the Quarter.

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

Recommendation

Review and file.

Attachment:

- A. STA FY 2006-07 2nd Quarter Budget Report

STA QUARTERLY FINANCIAL REPORT
FY 2006-07 Second Quarter Report
July 1, 2006 through December 31, 2006

REVENUES			
General Fund	FY 06-07 Budget	Actual Received YTD	%
Gas Tax (Reserve Account)	30,000	30,000	100%
Interest	0	136	0%
Gas Tax	255,958	255,958	100%
TDA Art. 4/8	444,061	221,032	50%
STAF	1,065,020	392,510	37%
Surface Transportation Program (STP)	1,312,132	391,651	30%
State Planning & Research (SP&R)	83,333	0	0%
STIP/PPM	39,000	0	0%
North Connector - Regional Measure 2 (RM 2)	12,482	0	0%
TCRP 25.2 - North Connector	27,943	21,860	78%
TCRP 25.3 - Interchange	40,010	31,355	78%
I-80 HOV - Regional Measure 2 (RM 2)	27,273	12,615	46%
TFCA	320,305	90,937	28%
DMV/AVA	11,000	2,791	25%
STA-ECMAQ	100,000	0	0%
CBO Grant	30,000	0	0%
TFCA-Napa	25,000	0	0%
MTC-Rideshare	240,000	121,788	51%
MTC-ECMAQ	115,000	70,139	61%
City of Fairfield	110,000	57,741	52%
Local Funds - Cities/County	96,889	37,602	39%
Sponsors	8,000	0	0%
Subtotal	\$4,393,406	\$1,738,115	40%

TFCA Programs			
TFCA	352,331	165,802	47%
Interest		12,949	0%
Subtotal	\$352,331	\$178,751	51%

Abandoned Vehicle Abatement (AVA) Program			
DMV	342,000	174,310	51%
Interest		1,083	0%
Subtotal	\$342,000	\$175,393	51%

Solano Paratransit			
Vehicle Wrap - STAF	35,000	0	0%
Subtotal	\$35,000	\$0	0%

Jepson Parkway Environmental Impact Report (EIR)			
Surface Transportation Program (STP)	264,507	5,853	2%
Subtotal	\$264,507	\$5,853	2%

North Connector			
TCRP 25.2	164,649	163,883	100%
Interest		3,124	0%
Subtotal	\$164,649	\$167,007	101%

North Connector East			
Preliminary Engineering - RM2	2,487,518	213,711	9%
Subtotal	\$2,487,518	\$213,711	9%

I-80/I-680/SR 12 Interchange			
TCRP 25.3	2,042,025	378,098	19%
Interest		1,721	0%
Subtotal	\$2,042,025	\$379,819	19%

SR 12 Bridge Realignment			
Federal Earmark	362,000	0	0%
Local Funds (City of Rio Vista)	90,500	0	0%
Subtotal	\$452,500	\$0	0%

I-80 High Occupancy Vehicle (HOV)			
PAVED Design RM 2	2,862,437	740,929	26%
Subtotal	\$2,862,437	\$740,929	26%

I-80 HOV/Turner Parkway Overcrossing			
Federal Earmark	320,000	0	0%
STAF	80,000	0	0%
Local Funds-Solano County/City of Vallejo	53,333	0	0%
Subtotal	\$453,333	\$0	0%

TOTAL REVENUES	\$13,849,706	\$3,599,578	26%
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EXPENDITURES			
Operations & Administration	FY 06-07 Budget	Actual Spent YTD	%
Operations Management/Administration	1,209,269	539,186	45%
STA Board of Directors	51,800	8,597	17%
Expenditure Plan	50,000	324	1%
Contribution to STA Reserve	30,000	0	0%
Subtotal	\$1,341,069	\$548,107	41%

Transit and Rideshare Services/SNCI			
Transit/SNCI Management/Administration	436,366	197,819	45%
Employer/Van Pool Outreach	12,200	3,739	31%
SNCI General Marketing	145,000	16,745	12%
Fall Campaign	16,000	0	0%
Bike to Work Campaign	20,000	0	0%
Incentives	35,000	6,526	19%
Solano Express Marketing	250,000	0	0%
Guaranteed Ride Home Program	31,000	178	1%
Transit Management Administration	82,800	25,638	31%
Community Based Transit Study	30,000	68	0%
Lifeline Program	15,000	1,547	10%
Paratransit Coordinating Council (PCC)	40,000	5,163	13%
Solano Paratransit Assessment Implementation	40,000	0	0%
Transit Consolidation Feasibility Study	175,000	1,591	1%
Solano Paratransit Capital	35,000	0	0%
Countywide Transit Ridership Survey	150,000	104,308	70%
Countywide Transit Finance Assessment Study	60,000	25,986	43%
Subtotal	\$1,573,366	\$389,308	25%

Project Development			
Project Management/Administration	113,654	52,386	46%
Traffic Safety Plan Update	109,551	26,502	24%
SR 12 Bridge Realignment Study	452,500	0	0%
Project Study Report (PSR) SR 12/Chru	164,145	0	0%
Jepson Parkway	264,507	5,853	2%
North Connector PAVED (TCRP 25.2)	164,649	163,883	100%
North Connector- East (Design) RM 2	2,487,518	75,428	3%
I-80 HOV Lane PAVED (Design) RM 2	2,862,437	740,929	26%
I-80/680/12 Interchange PAVED (TCRP 25.3)	2,042,025	204,978	10%
I-80 HOV/Turner Parkway Overcrossing	453,333	0	0%
Subtotal	\$9,114,319	\$1,269,959	14%

Strategic Planning			
Planning Management/Administration	268,990	100,223	37%
SolanoLinks Marketing	103,020	47,231	46%
General Marketing	32,000	25,312	79%
Events	27,000	11,384	42%
Model Management	80,000	0	0%
Solano TLC Program	387,556	81,941	21%
Fairfield/Vacaville Rail Station Design	110,000	43,914	40%
SR 113 MIS/Corridor Study	118,055	0	0%
TFCA Programs	352,311	8,401	2%
DMV Abandoned Vehicle Abatement	342,000	76,096	22%
Subtotal	\$1,820,932	\$394,502	22%

TOTAL EXPENDITURES	\$13,849,686	\$2,601,876	19%
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DATE: March 5, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Fiscal Year (FY) 2007-08 Transportation Funds for Clean Air (TFCA)
40% Program Manager Guidelines and Call for Projects

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 (YSAQMD), 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 distributes regionally 60% of the entire TFCA funds through a competitive process; the remaining 40% are 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.

On March 8, 2006, the STA Board adopted an Alternative Modes Strategy that committed \$195,000 to the Solano Napa Commuter Information's Rideshare Program on an annual basis. The remaining balance of the TFCA Program Manager funds is committed to other eligible project sponsors for bicycle, pedestrian, and other clean air projects/activities.

As the designated Program Manager, the STA Board annually adopts TFCA Program Manager Guidelines based on the updated BAAQMD's TFCA Regional and Program Manager Guidelines to ensure the guidelines are consistent at the regional and local level. The guidelines include the following information:

1. Basic eligibility
2. Ineligible project information
3. Types of eligible projects

Lastly, although Program Managers review and approve TFCA Program Manager Projects, the BAAQMD ultimately approves the funding for each project based on specific air emission/air quality benefit cost effective formulas for each project category.

Discussion:

Attached are the proposed FY 2007-08 Solano TFCA 40% Program Manager Guidelines that reflect the final BAAQMD Program Manager Guidelines adopted in January 2007. The FY 2007-08 Solano TFCA Guidelines include the following summarized revisions from the previously approved guidelines (see Attachment A for more details):

1. Non-public entities are now eligible and can be funded up to a maximum of \$500,000 in TFCA Program Manager Funds (see sections 3 & 17).
2. Projects are eligible only if they can commence in calendar year 2008 or earlier (see section 7).
3. Projects cannot be reimbursed for costs associated with the project until a signed funding agreement is in place between the BAAQMD and the STA (see section 10).
4. The STA may approve no more than two one-year schedule extensions for any given project (see section 16).

STA staff is recommending the STA Board approve the attached guidelines and issue a Call for Projects to eligible applicants at this time. Based upon the STA Board decision, the tentative schedule for the FY 2007-08 TFCA cycle will be as follows:

- | | |
|--|---------------------------|
| 1. STA Board Approves TFCA Guidelines and Call for Projects. | Wednesday, March 14, 2007 |
| 2. Tentative Deadline for FY 2007-08 Applications | Thursday, April 5, 2007 |
| 3. TAC and Consortium reviews and recommends applications for STA Board to approve | Wednesday, April 25, 2007 |
| 4. STA Board Approves TFCA Projects | Wednesday, May 9, 2007 |

On February 28, 2007, the SolanoExpress Intercity Transit Consortium and the STA Technical Advisory Committee (TAC) both unanimously recommended the STA Board approve the Guidelines and authorize the Executive Director to initiate a Call for Projects.

Fiscal Impact:

The STA receives a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues from the BAAQMD for Solano County to administer this program. An estimated \$120,000 in FY 2007-08 TFCA funds is available to five STA member agencies consistent with the STA's Alternative Modes Strategy.

Recommendation:

Approve the following:

1. FY 2007-08 Solano TFCA 40% Program Manager Guidelines.
2. Authorize the Executive Director to initiate a Call for Projects for the FY 2007-08 TFCA Program Manager Funds.

Attachment:

- A. FY 2007-08 Solano TFCA 40% Program Manager Guidelines

Solano
Transportation for Clean Fund (TFCA)
40% Program Manager Guidelines

2007-08



Introduction

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. This includes projects such as clean air vehicle infrastructure, clean air vehicle purchase, shuttle bus services, bicycle paths and facilities, and alternative modes promotional/ educational projects. Two air districts - the BAAQMD and the Yolo Solano Air Quality Management District (YSAQMD) - divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of unincorporated Solano County are located in the BAAQMD air basin, and therefore are eligible to apply for BAAQMD TFCA funds.

Funding for the TFCA Program Manager Funds are provided by a 40% proportion of a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The Solano Transportation Authority (STA) is designated the 'Program Manager' of the TFCA 40% Program Manager funding for Solano County.

The Solano TFCA Program Manager Guidelines are based solely on the BAAQMD's TFCA Policies and Evaluation Criteria. A copy of the BAAQMD Guidelines on the BAAQMD webpage at:
www.baawmd.gov/pln/grants_and_incentives/tfca/FINAL%20Policies%20&%20Crit%2005-06.pdf

Available Funding:

Approximately \$120,000.

Proposed Schedule:

STA Board issues call for TFCA Projects	March 14, 2007
2007-08 Electronic Applications Submitted to STA	3:00p.m.-April 5th, 2007
TAC Reviews and Recommend Applications	April 25, 2007
STA Board Approves applications	May 9, 2007

Example Project Types:

The following are eligible project types for TFCA funding:

1. Voluntary trip reduction programs or implementation of ridesharing programs.
2. Purchase or lease of clean fuel buses for school districts and transit operators.
3. Provision of low emission and/or high ridership feeder bus or shuttle service to rail, ferry stations and to airports.
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
5. Implementation of compressed natural gas (CNG) and fuel cell demonstration projects.
6. Clean air vehicles infrastructure projects for both fuel cell and CNG facilities.

Basic Eligibility

1. **Reduction of Emissions:** A project must result in the reduction of motor vehicle emissions within the Air District's jurisdiction to be considered eligible for TFCA funding. Projects that are subject to emission reduction regulations, contracts, or other legal obligations must achieve surplus emission reductions to be considered for TFCA funding. Surplus emission reductions are those that exceed the requirements of applicable State or federal regulations or other legal obligations at the time the Air District Board of Directors approves a grant award. Planning activities (e.g., feasibility studies) that are not directly related to the implementation of a specific project are not eligible for TFCA funding.
2. **TFCA Cost-Effectiveness:** The Air District will only approve grant awards for projects included in Program Manager expenditure plans that achieve a TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total ROG, NO_x and weighted PM₁₀ emissions reduced (\$/ton). TFCA Program Manager administrative costs are excluded from the calculation of TFCA cost-effectiveness.
3. **Viable Project:** Each grant application should clearly identify sufficient resources to complete the respective project. Grant applications that are speculative in nature, or contingent on the availability of unknown resources or funds, will not be considered for funding.
4. **Eligible Recipients:** TFCA grants may be awarded to public agencies and non-public entities. Eligible grant recipients must be responsible for the implementation of the project and have the authority and capability to complete the project. Non-public entities may only be awarded TFCA grants to implement clean air vehicle projects to reduce mobile source emissions within the Air District's jurisdiction for the duration of the useful life of the vehicle(s), including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstration projects.

As a condition of receiving TFCA funds for projects sponsored by non-public entities, a County Program Manager must provide a written, binding agreement that commits the non-public entity to operate the clean air vehicle(s) within the Air District for the duration of the useful life of the vehicle(s).

5. **Public Agencies Applying on Behalf of Non-Public Entities:** A public agency may apply for TFCA funds for clean air vehicles on behalf of a non-public entity. As a condition of receiving TFCA funds on behalf of a non-public entity, the public agency shall enter into a funding agreement with the Air District and provide a written, binding agreement that commits the non-public entity to operate the clean air vehicle(s) within the Air District for the duration of the useful life of the vehicle(s).
6. **Consistent with Existing Plans and Programs:** All projects must conform to the types of projects listed in the California Health and Safety Code Section 44241 and the transportation control measures and mobile source measures included in the Air

District's most recently approved strategy(ies) for State and national ozone standards and, when applicable, with other adopted State and local plans and programs.

7. **Readiness:** A project will be considered for TFCA funding only if the project will commence in calendar year 2008 or sooner. For purposes of this policy, “commence” means to order or accept delivery of vehicles or other equipment being purchased as part of the project, to begin delivery of the service or product provided by the project, or to award a construction contract.
8. **Maximum Two Year Operating Costs:** TFCA grant applications that request operating funds to provide a service, such as ridesharing programs, bicycle stations, and shuttle and feeder bus projects, are eligible for funding for up to two years. Applicants who seek TFCA funds for additional years must re-apply for funding in the subsequent funding cycles.

Applicant In Good Standing

9. **Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding for five (5) years, or another duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.
10. **Signed Funding Agreement:** Only a fully executed funding agreement (i.e., signed by both the Air District and the County Program Manager) constitutes a final approval and obligation on the part of the Air District to fund a project. While the Air District Board of Directors must approve the Air District staff's recommendation for TFCA grant awards, Board approval does not constitute a final obligation on the part of the Air District to fund a project. No payment requests associated with the implementation of a project will be processed if: a) the funding agreement for the project has not been fully and properly executed, b) the costs in the payment request were incurred before the date that the funding agreement was executed, or c) the project is no longer eligible for TFCA funding (e.g., due to additional information becoming available after grant award approval by the Air District Board of Directors).

Ineligible Projects

11. **Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects and therefore do not achieve additional emission reductions will not be considered for funding. Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.

12. **Employee Subsidy:** Grant applications for projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the project sponsor will not be considered for funding. For projects that provide such subsidies, the direct or indirect financial transit or rideshare subsidy must be available, in addition to the employees of the project sponsor, to employees other than those of the project sponsor.

Use of TFCA Funds

13. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds for the funding of an eligible project. For the purpose of calculating TFCA cost-effectiveness, the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.
14. **Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.
15. **Administrative Costs:** Administrative costs for TFCA County Program Manager Funds are limited to a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues that correspond to each county, received in a given year. Interest earned on prior DMV funds received shall not be included in the calculation of the administrative costs.

All reimbursement with TFCA funds of administrative costs (i.e., direct and indirect) must be requested and justified in writing in the project application or expenditure plan, and approved in advance and in writing by the Air District.

16. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a longer period is formally (i.e., in writing) approved in advance by the County Program Manager. County Program Managers may approve no more than two (2) one-year (1-year) schedule extensions for a project, and must notify the Air District of each extension. Any subsequent schedule extensions for projects can only be given if written approval is received by the Program Manager from the Air District.

Clean Air Vehicle Projects

17. **Non-public entities:** Non-public entities may only apply for funding for clean air vehicle projects. No single non-public entity may be awarded more than \$500,000 in TFCA County Program Manager Funds for clean air vehicle projects in each funding cycle.
18. **Light-Duty Clean Air Vehicle Eligibility:** For TFCA purposes, light-duty vehicles are those 10,000 pounds gross vehicle weight (GVW) or lighter. All light-duty chassis-certified vehicles certified by the California Air Resources Board (CARB) as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards are eligible for TFCA funding.

Gasoline and diesel vehicles are not eligible for TFCA funding. Hybrid-electric vehicles that meet the SULEV, PZEV, AT-PZEV, or ZEV standards are eligible for TFCA funding.

- 19. Light-Duty Clean Air Vehicle Funding Participation:** For light-duty clean air vehicle projects for passenger cars, pick-up trucks, and vans, project sponsors may receive no more than the following funding incentive amounts:

Emission Rating	Vehicle Type	Incentive Amount
PZEV/SULEV	Hybrid electric	\$2,000
PZEV/SULEV	Natural gas / propane	\$4,000
ZEV	Highway battery electric	\$5,000
ZEV	City battery electric	\$3,000
ZEV	Neighborhood battery electric	\$1,000
ZEV	3-wheel battery electric	\$1,000

These incentive amounts above will be pro-rated for leased vehicles in those cases where the vehicle is available for purchase. The incentive amounts for partial zero emission vehicles (PZEV) and advanced technology-partial zero emission vehicles (AT-PZEV) are the same as for SULEV-rated vehicles.

20. Heavy-Duty Clean Air Vehicles

Eligibility: Heavy-duty vehicles are on-road motor vehicles with a GVW of 10,001 pounds or heavier. To qualify for TFCA funding, a heavy-duty vehicle project must provide surplus emission reductions beyond the requirements of any applicable State or federal standard, regulation, contract or other legal obligation. In addition, advanced technology heavy-duty vehicle projects can be funded with TFCA revenues.

Funding Participation: Project sponsors may be awarded TFCA funds to cover no more than the incremental cost of the new cleaner vehicle. This includes public transit agencies that have elected to pursue the “alternative fuel” path under CARB’s urban transit bus regulation. Incremental cost is the difference in the purchase or lease price of the new clean air vehicle and its new diesel counterpart. Compliance with the cost-effectiveness requirement is not waived or altered by this policy.

Scraping Requirements: Project sponsors of heavy-duty vehicles purchased or leased with TFCA funds that have model year 1993 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1993 or older vehicle for each new vehicle purchased or leased with TFCA funds. Project sponsors with only model year 1994 and newer vehicles in their fleet may, but are not required to, scrap an existing operational diesel vehicle within their fleet. Emission reductions

associated with scrapping an existing operational diesel vehicle will be factored into the calculations of the overall emission reductions for the project. TFCA funds will not cover the cost of the scrapped vehicle.

21. Reducing Emissions from Existing Heavy-Duty Diesel Engines:

Options available to reduce emissions from existing heavy-duty diesel engines include:

- a) Repowers – To be eligible for TFCA funding, the new engine selected to repower an existing heavy-duty vehicle must reduce emissions by at least 15% compared to the direct exhaust emission standards of the existing engine that will be replaced.
 - b) Diesel Emission Control Strategies – Diesel emission control strategies compatible with existing heavy-duty diesel engines are eligible for TFCA funding, subject to the conditions described below:
 - 1) All control strategies must be approved by CARB to reduce emissions from the relevant engine;
 - 2) TFCA will fund, at most, the incremental cost (over what is standard or required by regulation) of the emission control strategy; and
 - 3) The project sponsor must install the highest level (i.e., most effective) diesel emission control strategy that is approved by CARB for the specific engine.
 - c) Clean Fuels or Additives – Clean fuels or additives compatible with existing heavy-duty engines are eligible for TFCA funding, subject to the conditions described below:
 - 1) All clean fuels or additives must be approved by CARB to reduce emissions and for use with the relevant engine; and
 - 2) TFCA will fund, at most, the incremental cost (over what is standard or required by regulation) of the clean fuel or additive.
- 22. Bus Replacements:** For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons, including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.
- 23. Advanced Technology Demonstration Projects:** Vehicle-based advanced technology demonstration projects are eligible for TFCA funding. Advanced technology demonstration projects are subject to the TFCA cost-effectiveness requirement, and grant applications for such projects must include best available data that can be used to estimate the cost-effectiveness of such projects.

Shuttle/Feeder Bus Service Projects

24. Shuttle/Feeder Bus Service: Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route. The service route must go to or from a rail station, airport, or ferry terminal, and the project must:

- a) Be submitted by a public transit agency; or
- b) Be accompanied by documentation from the General Manager of the transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency revenue service.

All shuttle/feeder bus service to rail or ferry stations must be timed to meet the rail or ferry lines being served.

Independent (non-transit agency) shuttle/feeder bus projects that received TFCA funding prior to FY 2006/07 and obtained a letter of support from all potentially affected transit agencies need not comply with b) above unless funding is requested for a new or modified shuttle/feeder bus route.

All vehicles used in any shuttle/feeder bus service must meet the applicable CARB particulate matter (PM) standards for public transit fleets. For the purposes of TFCA funding, shuttle projects comply with these standards by using one of the following types of shuttle/feeder bus vehicles:

- a) an alternative fuel vehicle (CNG, LNG, propane, electric);
- b) a hybrid-electric vehicle;
- c) a post-1994 diesel vehicle and a diesel emission control strategy approved by CARB to reduce emissions from the relevant engine; or
- d) a post-1989 gasoline-fueled vehicle.

No other types of vehicles, except for those listed in a) through d) above, are eligible for funding as shuttle/feeder bus service projects.

Bicycle Projects

25. Bicycle Projects: New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. For purposes of this policy, if there is no adopted countywide bicycle plan, the project must be in the county's CMP, or the responsible Congestion Management Agency must provide written intent to include the project in the next update of the CMP. Eligible projects are limited to the following types of bicycle facilities for public use: a) new Class-1 bicycle paths; b) new Class-2 bicycle lanes; c) new Class-3 bicycle routes; d) bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels; e) bicycle lockers; f) attended bicycle storage facilities; and g) development of a region-wide web-

based bicycle trip planning system. All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual.

Arterial Management Projects

- 26. Arterial Management:** Arterial management project applications must specifically identify a given arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects on arterials are eligible to receive TFCA funding. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more.

Smart Growth Projects

- 27. Smart Growth/Traffic Calming:** Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds subject to the following conditions: a) the development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, traffic-calming plan, or other similar plan; and b) the project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District strategy for State and national ozone standards. Pedestrian projects are eligible to receive TFCA funding. Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential and retail areas.

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DATE: March 5, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Funding Agreement for Vallejo Community Based Transportation Plan

Background:

The Community Based Transportation Planning (CBTP) studies are a result of a regional effort led by the Metropolitan Transportation Commission (MTC). The goal of MTC's Community Based Transportation Planning program is to implement the recommendations of the Lifeline Transportation Network Report included in the 2001 Regional Transportation Plan (RTP) and MTC's Environmental Justice report. Those reports identified transit needs in economically disadvantaged communities throughout the Bay Area. Three communities in Solano were identified as part of this report: Dixon, Cordelia, and Vallejo. MTC has provided funding for the Dixon and Cordelia studies. The Dixon study has been completed. The study for Cordelia was initiated, but needs to be completed.

Discussion:

The key component of these studies is community involvement. The community's input is critical to identify the needs, but also to identify the priorities once the participants understand the parameters of the transportation system and resources. These CBTP studies can identify a wide array of potential solutions – not just fixed-route transit. Often the transportation obstacles identified are significant, but not large in scale. Creative, non-traditional solutions that fit the scale of the obstacles facing the target population have been encouraged.

At the beginning of the study, a variety of stakeholders will be identified who represent a wide range of organizations who interact with the study's target population (low-income residents): employers, social services, community and business organizations, churches, and transportation providers. They will provide input to the study by identifying key transportation obstacles as well as prioritizing the issues and mitigation strategies.

To complete the Cordelia Study and to initiate the Vallejo Study, staff is proposing to issue a Request for Qualifications for both studies. To secure the funding for the Vallejo Study, MTC is preparing a funding agreement in the amount of \$60,000.

Mitigation strategies resulting from Community Based Transportation Plans are eligible for Lifeline Transportation Funds.

Fiscal Impact:

The STA has received funding from MTC for the Cordelia Study which is currently in STA's budget. Once funding for the Vallejo Study is secured, it will be included in the STA budget.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a Funding Agreement with MTC for \$60,000 for the Vallejo Community Based Transportation Plan.
2. Authorize the Executive Director to enter into a contract to complete the Cordelia and Vallejo Community Based Transportation Plans.



DATE: March 1, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Construction Contract Advertisement of I-80 Green Valley Bridge Widening Project

Background:

STA staff has been working with project consultants, Caltrans and FHWA to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, three environmental documents are concurrently being prepared, one of which is for the I-80 High Occupancy Vehicle (HOV) Lanes project. The California Environmental Quality Act (CEQA) environmental document (Mitigated Negative Declaration) for the I-80 HOV Lanes project is scheduled to be approved by Caltrans by February 28, 2007. Detailed preliminary engineering is underway.

Consistent with STA Board direction, staff has been proceeding with the implementation for the I-80 HOV Lanes project. The I-80 Green Valley Bridge (GVB) will need to be widened on the outside as well as on the inside. With the short construction window (June 1st to October 1st) allowed by the anticipated environmental permits, it will take two construction seasons to complete both the inside and outside widening of this structure. In order to expedite the I-80 HOV Lane project schedule and facilitate Caltrans follow-on State Highway Operations and Protection Program (SHOPP) projects, it has been determined that an advanced construction package for the GVB outside widening would be advantageous and would save a year on the overall schedule for improvements in the I-80 Corridor. The STA will be taking the lead on construction of the GVB Widening project under an encroachment permit from Caltrans.

Discussion:

Staff recommends that the Board authorize the Executive Director to advertise the GVB Widening project in accordance with all applicable sections of the California Public Contract Code and solicit bids for the construction. This project will be advertised for a minimum of thirty days with bids anticipated to be opened on May 1, 2007 and with contract award on May 9, 2007. The lowest responsible and responsive bidder will be presented to the Board for approval. PB Americas, the construction management firm currently retained by STA, will manage the project advertisement and bidding process under the direct oversight of STA staff.

However, it should be noted that the Biological Opinion (BO) from the US Fish and Wildlife Service and several permits need to be secured prior to awarding the construction contract, including permits from the Regional Water Quality Board, the US Army Corps of Engineers (USACE) and the Department of Fish and Game. At this point, it appears that the permits can be obtained, but the schedule is tight.

At the February 28, 2007 Technical Advisory Committee (TAC) meeting, this proposed action received unanimous consent to send a recommendation to the STA Board to approve the advertisement of the advance construction contract for the Green Valley Bridge Widening (for the I-80 HOV Lanes Project).

Fiscal Impact:

The Green Valley Creek widening project as included in this staff report is funded with Regional Measure 2 (RM 2) funds dedicated to the I-80 High Occupancy Vehicle (HOV) Lanes project and the I-80/I-680/SR12 Interchange Project.

Recommendation:

Authorize the Executive Director to advertise the advance construction contract for the Green Valley Bridge Widening (for the I-80 HOV Lanes Project).



DATE: March 1, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Solano County Project Study Report Priorities for Caltrans Oversight
for FY 2007-08

Background:

A Project Study Report (PSR) is a preliminary engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. PSRs completed by a local agency still require Caltrans oversight and ultimate approval.

Throughout Solano County, several local agencies have initiated or are about to initiate PSRs which will require Caltrans oversight and approval. This effort requires Caltrans to provide adequate resources to fulfill the responsibility of this oversight. Currently the value of work (capital improvements) requiring a PSR and oversight by Caltrans is \$1 million. It is expected this threshold will increase this Spring to \$2 million.

However, the State Highway Operations & Protection Program (SHOPP) projects (which Caltrans is the lead agency), will take a priority over local projects given Caltrans mission for preservation of the State Highway System.

Discussion:

On January 24, 2007, STA received a letter from by Lee Taubeneck, Deputy District Director, Caltrans District 4 requesting STA to provide a recommendation of priority preliminary engineering projects for oversight by Caltrans (see Attachment A). This request is in preparation of the District 4 Caltrans Planning Division requesting resources for the next fiscal year.

In October 2006, the STA Board submitted the following two-year priority list to Caltrans:

FY 2006-07				
Priority	Agency	Project	PSR	Construction
1	Vacaville	Lagoon Valley Blvd./Ramps PSR/PR	Funded	Funded
2	STA	I-80 HOV Lane/Turner Overcrossing PSR	Funded	Not Funded
3	STA	State Route (SR) 12/Church Road PSR	Funded	Funded
4	Benicia	State Park Road Bike/Pedestrian Bridge	Funded	Funded
5	Vallejo	I-80/American Canyon/ Hiddenbrooke Interchange PSR	Funded	Funded
6	Vacaville	Vaca Valley/I-505 Signal and Ramp Project	Funded	Funded
FY 2007-08				
Priority	Agency	Project	PSR	Construction
	STA	Rio Vista Preliminary Bridge Study	Funded	Not Funded
	Vacaville	California Drive PSR	Funded	Not Funded
	Vacaville	I-505 Weave Correction Project PSR	Not Funded	Not Funded
	Caltrans	I-80 EB Aux lanes; Travis Blvd to AB Pkwy PSR	Not Funded	Not Funded

In mid-February 2007, STA staff asked for the local agencies to submit their priority projects for consideration of inclusion in a countywide priority list.

Based on responses from the Solano County local agencies, the following list of projects were submitted to STA for consideration by the TAC in seeking prioritization of work for Caltrans oversight:

- Vallejo: I-80/American Canyon/ Hiddenbrooke Interchange PSR
- Benicia: State Park Road Bike/Pedestrian Br. PSR (Caltrans Lead)
- Fairfield: I-80 WB/EB Aux Lane: Travis to Airbase Parkway PSR (Caltrans Lead)
- Vacaville: Lagoon Valley Road/EB I-80 Ramps PSR/PR
- I-505 SB Ramps/Vaca Valley Pkwy Interim Signal Widening Project PSR (Less than \$2 million)
- California Drive PSR
- I-80/I-505 Weave Correction Project PSR (Caltrans Lead)
- STA: I-80 HOV Lane/Turner Overcrossing PSR
- Rio Vista Preliminary Bridge Study
- State Route (SR) 12/Church Road PSR
- County: I-80 HOV Lane/Turner Overcrossing PSR

Suisun City: None
 Rio Vista: None
 Dixon: I-80/Pitt School Road Interchange PSR
 I-80/West A Street Interchange PSR

Based on the request from Caltrans, the County needs to develop an overall priority list for projects that will be working on PSRs or desire to begin PSR over the next year. Based on this submittal to Caltrans by the Bay Area Congestion Management Agencies (CMAs), the local Caltrans District 4 office would be provided with resources for this work load. The actual resources that would be provided to the local Caltrans office would not be known until the start of the fiscal year, however, indicators should be known by the May Revision to the Governors Budget.

Due to increases in the capital costs for construction, Caltrans is moving forward with increasing the maximum estimated value for work within the Caltrans Right-of-Way that can be completed under an encroachment permit. The increased value is up from the previous \$1 million to \$2 million. However, a local agency should always confirm the approach of moving to an encroachment permit with Caltrans Local Assistance and Caltrans Advanced Planning in advance to be sure the proposed work is not considered complex whereas Caltrans would require a PSR.

Since the County has priorities for both Caltrans led PSR projects and projects that will require Caltrans oversight, it would be appropriate to have two priority lists: one for Caltrans led projects and a separate one for Solano County oversight projects.

Here is the two (2) proposed priority lists:

Caltrans Lead Projects

Priority	Agency	Project	PSR		Const.
1	Caltrans	I-80 EB/WB Aux lanes; Travis Blvd to AB Pkwy PSR	Not Funded	Stopped	Not Funded
2	Caltrans	I-505 Weave Correction Project PSR	Not Funded	Not Started	Not Funded

Local Projects for Caltrans Oversight

Priority	Agency	Project	PSR		Const.
1	Vacaville	Lagoon Valley Road/Ramps PSR/PR	Funded	Started	Funded
2	STA	State Route (SR) 12/Church Road PSR	Funded	Pending	Funded
3	STA/County	I-80 HOV Lane/Turner Overcrossing PSR	Funded	Pending	Not Funded
4	Caltrans/ Benicia	State Park Road Bike/Pedestrian Bridge PSR	Funded	Started	Funded
5	Vacaville	California Drive PSR	Funded	Started	Not Funded
6	STA	Rio Vista Preliminary Bridge Study	Funded	Pending	Not Funded
7	Dixon	I-80/West A Street I/C PSR	Funded	Not Started	Partial
8	Dixon	I-80/Pitt School Road I/C PSR	Funded	Not Started	Partial
9	Vallejo	I-80/American Canyon PSR	Funded	Not Started	Funded

At the February 28, 2007 Technical Advisory Committee (TAC), this proposed action underwent discussion which led to minor adjustments of the original staff proposed priority list. Subsequent to the adjustments, the TAC unanimously consented to send a recommendation to the STA Board to approve the two (2) list approach as shown on Attachment B.

Fiscal Impact:

Generally there are no fiscal impacts for this issue as this subject is related to the development of priorities.

Recommendation:

Adopt the Solano County Project Study Report Priority Lists for Caltrans oversight as specified in Attachment B for FY 2007-08.

Attachments:

- A. Caltrans Letter Dated January 22, 2007
- B. Proposed Project Study Report Priority Lists



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DEPARTMENT OF TRANSPORTATION

P. O. Box 23660
Oakland, CA 94623-0660
Phone (510) 286-5908
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TDD (510) 286-4454

RECEIVED

JAN 24 2007

SOLANO TRANSPORTATION
AUTHORITY

January 22, 2007

Mr. Daryl K. Halls, Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear Daryl:

Pursuant to the Memorandum of Understanding (MOU) between the State of California Department of Transportation (Department) and the Metropolitan Transportation Commission (MTC) concerning the development of the regional priority list for preparing Project Study Reports (PSRs), the Department and MTC request a comprehensive list of PSRs from Congestion Management Agencies (CMAs) in order to anticipate the level of District 4 staff resources available to prepare PSRs in-house or to provide PSR oversight. In order to comply with the schedule contained in this MOU, a prioritized list of PSRs should be submitted to the address shown below no later than March 15, 2007, for work to be done for the subsequent State Transportation Improvement Plan (STIP) cycle.

Val Ignacio
Chief, Office of Advance Planning
Caltrans District 4
111 Grand Ave, Mail Stop # 10A
P.O. Box 23660
Oakland, CA 94623-0660

I look forward to working together to balance available resources to meet the project delivery needs of the District 4 CMAs. If you have any questions or need additional information regarding this matter, please contact Val Ignacio of my staff at (510) 286-5566.

Sincerely,

LEE TAUBENECK
District Deputy Director
Division of Transportation Planning/Local Assistance

"Caltrans improves mobility across California"

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ATTACHMENT B

**STA Priority List Project Study Reports
March 2007**

Caltrans Lead Projects

Priority	Agency	Project	PSR		Const.
1	Caltrans	I-80 EB/WB Aux lanes; Travis Blvd to AB Pkwy PSR	Not Funded	Stopped	Not Funded
2	Caltrans	I-80/I-505 Weave Correction Project PSR	Not Funded	Not Started	Not Funded

Local Projects for Caltrans Oversight

Priority	Agency	Project	PSR		Const.
1	Vacaville	Lagoon Valley Road/Ramps PSR/PR	Funded	Started	Funded
2	STA	State Route (SR) 12/Church Road PSR	Funded	Pending	Funded
3	STA/County	I-80 HOV Lane/Turner Overcrossing PSR	Funded	Pending	Not Funded
4	Caltrans/Benicia	State Park Road Bike/Pedestrian Bridge PSR	Funded	Started	Funded
5	Vacaville	California Drive PSR	Funded	Started	Not Funded
6	STA	Rio Vista Preliminary Bridge Study	Funded	Pending	Not Funded
7	Dixon	I-80/West A Street I/C PSR	Funded	Not Started	Partial
8	Dixon	I-80/Pitt School Road I/C PSR	Funded	Not Started	Partial
9	Vallejo	I-80/American Canyon PSR	Funded	Not Started	Funded

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DATE: March 5, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Yolo Solano Air Quality Management District (YSAQMD) Application Review Committee

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

The STA participates in programming YSAQMD Clean Air Funds by appointing two Board members (or alternates) to participate in an Application Review Committee. The Committee's recommendation is subsequently acted upon by the full YSAQMD Board.

Discussion:

The YSAQMD Board appoints three of its members from Solano County to the Application Review Committee. The current participants representing the YSAQMD Board are:

Jim Spring, Solano Board of Supervisors
John Vasquez, Solano Board of Supervisors
Chuck Dimmick, City of Vacaville

In addition, the Application Review Committee has two STA Board members (or their alternates) from the cities that are located in YSAQMD area. Since the Solano County Board of Supervisors and the City of Vacaville are already represented, this would suggest the following eligible STA Board members:

Ed Woodruff (or Jan Vick - City of Rio Vista Alternate)
Mary Ann Courville (or Jack Batchelor - City of Dixon Alternate)

The YSAQMD Clean Air Applications must be submitted by March 16, 2007. Staff from the YSAQMD indicated that there is an estimated \$420,000 available for Fiscal Year (FY) 2007-08 Clean Air Funding. The STA/YSAQMD Clean Air Application Review Committee will need to meet some time in April or May, in order to make a recommendation to the YSAMD Board at its June 13th meeting. Therefore, staff is requesting the STA Board Chair appoint two representatives to the Application Review Committee.

Fiscal Impact:

None.

Recommendation:

Authorize the STA Board Chair appoint two STA Board Members or STA Board Alternates from the YSAQMD area to participate in the STA/YSAQMD Clean Air Application Review Committee.



DATE: March 2, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transit Capital and Operating Funding

Background:

There are two major transit funding policy issues currently under discussion at the regional level that could significantly benefit or impact Solano transit operators. One of these is related to Prop. 1B Transit Capital funding. The second issue concerns how population-based State Transit Assistance Funds (STAF) will be distributed in the future. The outcome of these issues would impact how locally controlled Northern County STAF funds currently being reserved for transit vehicle replacements would be allocated.

The Solano Transportation Authority (STA) coordinates the allocation of STAF - Northern Counties funds each fiscal year for Solano County. These funds are eligible for use on bus replacements and other transit needs. In FY 2006-07, there was a one-time increase in funds due to State budget increases, implementation of Prop. 42, and spillover revenues to the Public Transportation Account. Given the one-time nature of these funds, the STA Board approved that a significant portion (\$1 million) of the additional increment from FY 2006-07 be used for transit capital purchases.

Because the vehicle replacements could be funded by Prop. 1B funds, the STA Board decided at their February 2007 meeting to allocate the \$1 million in Northern County STAF funds to the two STA managed intercity bus routes (Routes 30 and 90). The vehicles used on these two routes do not need replacing for a number of years. A second action was taken to reconsider the \$1 million allocation once the funding level and projects for Solano from Prop. 1B was determined.

Discussion:

Prop. 1B Transit Capital Funds are projected to provide \$4 billion statewide and \$347 million for the Bay Area Regional Transit Capital Needs. The Metropolitan Transportation Commission (MTC) is the entity deciding how this \$347 million will be distributed to the nine county Bay Area.

Large transit operators in the Bay Area have massive capital needs. For instance, the Bay Area Rapid Transit (BART) has a transit capital need for over \$2 billion for replacement and rehabilitation of its facilities over the next 23 years. AC Transit has \$100 million or more of unfunded capital needs in the same time period. Small operators also have significant needs that cannot be funded from traditional revenue sources. In addition, facilities and vehicles for expansion are also an issue for both small and large operators.

Staff initially expected a major policy discussion at MTC regarding the distribution of the Prop. 1B transit capital funds prior to the allocation of Prop. 1B Transit Capital funds. However, MTC staff has begun recommending the allocation of these funds with the approval of \$24 million to BART as part of a multi-agency negotiation which included SamTrans and was related to the extension of BART to San Francisco International Airport (SFO) in San Mateo County. There are likely other deals in the works and there may be a proposal by MTC staff as soon as March 7th. Lacking a major policy discussion, the North Bay Congestion Management Agencies (CMAs), small operators, and others are working together to recommend that the Prop. 1B Transit Capital Funds be distributed based on County population share. For Solano, this would be \$18-\$20 million (see Attachment A). To develop a comprehensive Transit Capital Plan for Solano, transit operators were recently requested to prepare and submit to the STA transit capital needs beyond vehicle replacement (see Attachment B). The potential \$18-\$20 million would fund a significant portion of Solano County's immediate and future transit capital needs.

The second policy issue concerns how population-based STAF will be allocated in the future. Throughout most of the state, these funds flow directly to the transit operators and county transportation agencies. However, in the Bay Area the 50 percent population share flows directly to MTC for allocation at its discretion. Under existing MTC policy which has been in place for over a decade, these funds have been allocated to three primary categories: 1) 4 North Bay counties; 2) Small operators (including Vallejo Transit); and 3) Paratransit for all nine counties.

However, in the past five years, MTC has focused on allocating projected growth in these revenues as a result of the passage of Proposition 42 to regional programs. In the 2005 Regional Transportation Plan (RTP), MTC assigned approximately \$216 million of these funds to new "Lifeline" program targeting communities of concern, and approximately \$104 million for Translink and other "Transit Connectivity" improvements. Of concern to staff was that these programs were created and funded with this fund source without an assessment of what the funds could otherwise have been used for.

Not only will Prop. 42 increase STAF revenues, STAF is sales tax based and growth on the base is expected as well. Small operators are in need of additional operating funds for both fixed-route and paratransit services. The growing STAF revenue can be used for a variety of transit purposes, including operating. However, there have been suggestions from MTC that accessing these funds may be made contingent upon new requirements such as transit consolidation, enhanced transit coordination, and other policies that have yet to be identified.

Most of the small operators are located in the North and East Bay. The CMAs in these areas, and the small operators are working together on this issue. Several key points being advanced are to: 1) protect existing allocation levels for small operators, with appropriate provisions to protect against future erosion of that purchasing power; 2) provide small operators with a significant portion of future growth from this source to address expanding service needs; and 3) remove the Consumer Price Index (CPI) cap on funds flowing to transit providers for paratransit services from this source.

The STA Board's Transit Subcommittee reviewed and recommended support of staff's recommendations to the Board. The STA Intercity Transit Consortium and TAC also reviewed and concurred with staff recommendations.

Subsequent to those meetings, MTC has released a proposal for Prop 1B and future STAF revenues (See Attachment C). STA staff is in the process of reviewing MTC's proposal which will be discussed at a March 7th MTC committee meeting. An update will be provided at the STA Board meeting.

Fiscal Impact:

Pursuing the proposed policy direction is an effort to maximize, or at minimum maintain, future operating and capital funding for local transit operators and the Solano Transportation Authority.

Recommendations:

Approve the following:

1. Request Prop 1B transit capital funds based upon current county population share;
2. Request Metropolitan Transportation Commission (MTC) to revisit STAF population-based distribution policy to ensure North Bay Counties, Small Operator, and Paratransit operating funds are distributed based upon growth in the future.

Attachments:

- A. Proposition 1B, Transit Bond Funding per State Transit Assistance Formula
- B. Draft Solano Transit Capital Plan
- C. MTC Staff Proposal for Allocation of Proposition 1B Transit Capital Funds and STAF Population-Based Funds (Released March 7, 2007)

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Proposition 1B, Transit Bond Funding Per Population Share

Population-Share	2005 Population	% of Total Total	Share of \$ 347,017,407	Share of \$ 323,017,407
Alameda	1,477,000	21.25%	\$ 73,731,527	\$ 68,632,196
Contra Costa	1,012,100	14.56%	\$ 50,523,818	\$ 47,029,550
Marin	241,300	3.47%	\$ 12,045,645	\$ 11,212,558
Napa	128,400	1.85%	\$ 6,409,701	\$ 5,966,401
San Francisco	775,500	11.16%	\$ 38,712,796	\$ 36,035,388
San Mateo	711,500	10.24%	\$ 35,517,929	\$ 33,061,481
Santa Clara	1,732,900	24.93%	\$ 86,506,001	\$ 80,523,177
Solano	405,200	5.83%	\$ 20,227,498	\$ 18,828,548
Sonoma	467,600	6.73%	\$ 23,342,493	\$ 21,728,108
	6,951,500	100.00%	\$ 347,017,407	\$ 323,017,407 (Assumes \$24 M off the top)

Revenue-Based Funds

Ala. CMA-ACE	\$ 1,777,814	
Benicia	\$ 165,343	
Caltrain	\$ 40,427,243	
CCCTA	\$ 5,724,703	
Dixon	\$ 40,059	
ECCTA (Tri-Delta)	\$ 2,678,815	
Fairfield	\$ 692,075	
GGBHTD	\$ 40,042,443	
Healdsburg	\$ 11,092	
LAVTA	\$ 1,735,640	
NCPTA	\$ 424,896	
SamTrans	\$ 47,285,569	
Santa Rosa	\$ 1,030,716	
Sonoma County	\$ 1,093,614	
Union City	\$ 432,549	
Vallejo	\$ 5,215,385	
VTA	\$ 144,195,873	\$ 123,000,000
VTA - ACE	\$ 2,427,299	
WestCat	\$ 3,022,757	
Subtotal:	\$ 298,423,885	

AC Transit	\$ 106,897,001
BART	\$ 245,774,375
SF MUNI	\$ 336,026,922
Subtotal:	\$ 688,698,298
Total, Revenue-Based:	\$ 987,122,183

Solano
Draft Transit Capital Plan
(02/09/07)

<u>Tier 1 Projects</u>		
Fairfield/Vacaville Train Station	\$12,000,000	
Vallejo:		
Ferry Maintenance Facility	\$ 2,260,000 (\$260,000 match)	
Bus Maintenance Facility	\$ 1,000,000 (\$43K match)	
Subtotal Facilities	\$15,260,000	
Major Rehab MI Ferry	\$ 50,000 (match)	
Transit Bus Vehicle Replacement:	<u>(match only)*</u>	<u>Total Cost</u>
3 Benicia Breeze	\$ 198,000	\$ 990,000
15 Fairfield/Suisun Transit	\$ 1,140,000	\$ 5,700,000
24 Vallejo Transit	\$ 1,001,300	\$ 7,839,019
3 Vallejo Transit – MCI	\$ 255,800	\$ 1,278,821
Subtotal Vehicle Replacement	\$ 2,595,100	\$15,807,840
TOTAL	\$17,905,100	\$31,117,840

* Local match for 5307 funds

Tier 2 Projects

Benicia Maintenance Facility	\$ 1,000,000
Benicia Downtown PNR	\$ 700,000
Dixon Intermodal Station	\$ 10,000,000
Fairfield Transportation Center, Phase 4	\$ 10,100,000
Fairfield Transportation Center, Ph 4 carports	\$ 1,500,000
Rio Vista Hwy 12/PNR	\$ 900,000
Dredging – Mare Island Channel	\$ 1,000,000
Vacaville Intermodal Station	\$ 2,700,000
Vallejo Ferry Station	\$??
Curtola PNR	\$??

Countywide:

Transit Vehicle and Facility Security & Safety	\$ 625,000
Transit Stop Amenities (shelters, etc.)	\$ 300,000
Tier 2 Subtotal	\$ 28,825,000

March 7, 2007

Item Number 4a

Subject: Draft Funding Proposal for Proposition 1B Regional Transit Funding

Background: At its January meeting, the Legislation Committee directed staff to prepare a draft proposal for the Proposition 1B Population-based Transit funding, with an emphasis on how these funds might help address the needs of low-income and minority communities. The staff proposal for distribution of the estimated \$347 million in population-based transit funding is outlined in the attached Executive Director Memorandum. After input from the Programming and Allocations Committee, advisory committees, partner agencies and the public, the proposal will return to the Committee for expected final action in May 2007.

Summary: Staff recommends augmenting the \$347 million of Proposition 1B Population-based funds with \$72 million in uncommitted State Transit Assistance (STA) regional discretionary funds estimated to be available over the next ten years and directing the total, \$419 million, to the following categories:

Proposed Investment Category	Proposed Funding (in millions)
Lifeline Funding for Transit Operators	\$ 153
Urban Core Transit Improvements	\$ 169
Small Operators - Operating Enhancements	\$ 41
Small Operators - Capital Improvements	\$ 25
Zero Emission Buses	\$ 20
Program Reserves	\$ 11
Total	\$ 419

- Issues:**
- 1) Staff recommends that the lion's share of the \$419 million be invested in Lifeline and transit expansion programs. This will be complemented by an expected significant investment of revenue-based bond funds in system rehabilitation projects.
 - 2) In order to maximize investment of their new bond funds in the region, staff recommends that transit operators be required to provide a 1:1 match for the non-Lifeline capital programs.
 - 3) Staff recommends a comprehensive 10-year program including estimated uncommitted funds in the STA Base Program and Proposition 42 revenues to provide programming flexibility (ensure a source of operating funds) for the Lifeline program as well as for the small operators.
 - 4) Uncertainty remains in schedule and methodology of statewide distribution of bond proceeds. Further definition will be available when statewide program guidelines are released at an undetermined later date. In addition, the estimate of uncommitted STA funds is based on a 10-year revenue projection that may vary from actual results.

Recommendation: Release Draft Program Framework and Proposed Investment Strategy for comment.

Attachment: Executive Director's Memorandum

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Memorandum

TO: Programming and Allocations Committee

DATE: March 7, 2007

FR: Executive Director

RE: Draft Funding Proposal for Proposition 1B Regional Transit Funding

Summary

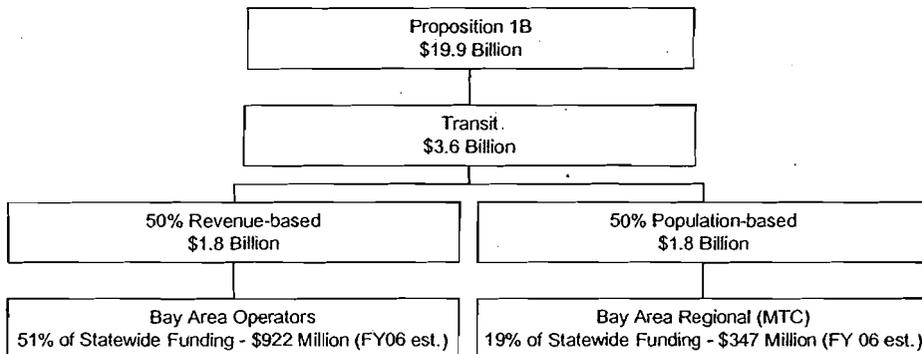
At its January meeting, the Legislation Committee directed staff to prepare a draft proposal for the Proposition 1B Population-based Transit funding, with an emphasis on how these funds might help address the needs of low-income and minority communities. The staff proposal for distribution of the estimated \$347 million in population-based transit funding is outlined below. The proposal is for information only. After input from the Programming and Allocations Committee, advisory committees, partner agencies and the public, the proposal will return to the Committee for expected final action in May 2007.

A. Estimated Revenues

\$1.3 Billion Available for Transit in the Bay Area

Proposition 1B, directed \$3.6 billion of the roughly \$20 billion bond toward transit improvements through the Public Transportation, Modernization, Improvement, and Service Enhancement Account. This represents a significant infusion of capital funding for transit agencies throughout the state. This funding is for distribution using an existing funding formula – which dictates that 50% flow through a population-based formula and 50% through a revenue-based formula. Currently, State Transit Assistance (STA) funds are distributed annually using this formula. Based on this formula, there will be roughly \$1.3 billion in new bond funding (restricted to capital expenses) for the Bay Area. Note that statewide program guidelines have not been developed and the timing for release is undetermined. Based on the methodology of distribution and availability of bond proceeds, estimates presented in this proposal may change. In particular, the basis by which any formula is “fixed” for purposes of distributing the revenue-based funding is the source of continuing discussion. The estimated flow of funds based on FY 2005-06 information is reflected in the chart below.

Proposition 1B - Transit Funding



\$347 Million to MTC

Within this \$1.3 billion, about \$347 million in bond funds is anticipated to come directly to MTC from the population-based portion of the STA formula for priority setting with our partner agencies. The remaining roughly \$1 billion will be distributed directly to the transit operators.

\$922 Million Directly to Transit Operators

An initial survey of Bay Area transit operators suggests that the nearly \$1 billion in revenue-based bond proceeds will be used for a combination of activities: fleet expansion, bus replacement, purchase of rolling stock, maintenance facilities, fare collection equipment, bus stop improvements and other capital improvements. For example, BART has indicated that it intends to use all of its revenue-based funds for system maintenance and repair. By contrast, AC Transit has requested to coordinate Federal Transit Administration (FTA) and Proposition 1B funds to allow service expansion. In this request, FTA formula funds would be directed to preventive maintenance and Proposition 1B to replace buses that would otherwise have been purchased with FTA funds. A summary of the estimated revenue-based bond amounts for the region with detail for the large transit properties is shown below.

Public Transportation, Modernization, Improvement, and Service Enhancement Account	
Operator	Dollars in Millions*
<i>Revenue Share</i>	
AC Transit	\$ 87.1
BART	\$ 248.4
CalTrain	\$ 41.8
Golden Gate Transit	\$ 35.5
SamTrans	\$ 44.5
San Francisco Muni	\$ 316.9
Santa Clara VTA	\$ 123.3
Other Transit Agencies	\$ 24.5
<i>Population Share - MTC</i>	\$ 347.0
Regional Total	\$ 1,269.0

*Based on FY 2006 State Controller's Figures, with estimate of population-share for the total 10-year period.

B. Prop 1B Population-based Funds Distribution Framework

The availability of Proposition 1B Population-based funds presents the Commission with an opportunity to augment the STA Base Program and the Proposition 42 transit funding to strengthen investments throughout the region.

STA Base Policy

MTC receives a population-based formula share of STA funds. These funds can be used for operating or capital expenses. MTC's current policy distributes these funds to 1) Small operators/northern counties that, in comparison to the large operators, receive a small portion of the region's STA revenue-based funds; 2) Paratransit services to assist ADA implementation; and 3) MTC's Regional Coordination Program.

Proposition 42

Passed by state voters in 2002, Proposition 42 dedicated the sales tax on gasoline to transportation, creating an additional transit revenue stream based on the STA formula. The Proposition 42 funds may be used for operating or capital expenses. As part of MTC’s adoption of the regional transportation plan, Transportation 2030 (T2030), the Commission recognized the importance of regional needs by dedicating MTC’s population-based share of the Proposition 42 revenues exclusively to the Lifeline and TransLink® programs.

In 2006, MTC attempted to revisit the Base Policy, but operators recommended maintaining the existing policy. However, staff did learn that transit operators wanted to better understand MTC Regional Coordination needs and wanted to gain access to potential revenue growth in the STA base. The staff proposal for Proposition 1B responds by freeing up uncommitted STA funds after 1) firming up 10-year MTC Regional Coordination needs; and 2) meeting 10-year Lifeline and TransLink® commitments in T2030.

Below is an outline of the staff proposed framework to distribute the Proposition 1B population-based proceeds:

- 1. Combine estimated uncommitted transit funding from the STA Program (Base and Proposition 42) with Prop 1B proceeds for a comprehensive 10-year transit investment strategy**

Based on current revenue estimates and after honoring existing programming policies, there is an uncommitted surplus of STA and Proposition 42 funds available over the next ten years. The estimated cash flow for Proposition 1B transit funds is also ten years. Staff recommends adopting a programming strategy utilizing all three fund sources:

Fund Source	Amount (in millions)
State Transit Assistance (Base Program Increment)	\$ 26
State Transit Assistance (Prop 42 Increment)	\$ 46
Proposition 1B Transit (Population-based)	\$ 347
Total	\$ 419

The above strategy provides the Commission with:

- Funding to make significant investments across various transit categories;
- Flexible funds (for both capital and operational purposes) to balance the capital project restriction on the Proposition 1B funds; and
- An opportunity to work with transit operators to match MTC’s investment with local funding.

- 2. Maximize availability of operating funds to the Lifeline program and smaller systems**

As mentioned above, Proposition 1B funds are restricted to capital purposes such as: purchase of new vehicles, repair and rehabilitation of transit vehicles and stations, new bus shelters and transit stop amenities, and facility repairs and rehabilitation. Operating activities such as running additional bus service, running community shuttles, subsidizing multi-ride passes or providing fare discounts are not eligible for Proposition 1B funding.

The uncommitted STA funds are available for transit capital and operating purposes. Combining the Proposition 1B funds with the estimated surplus STA funds enables the Commission to fund capital projects as well as providing operating funds in the Lifeline program. This same benefit would apply to the small transit operator component of our proposal. A portion of these STA funds will be made available by “swapping” Proposition 1B funds for previously planned STA capital expenditures.

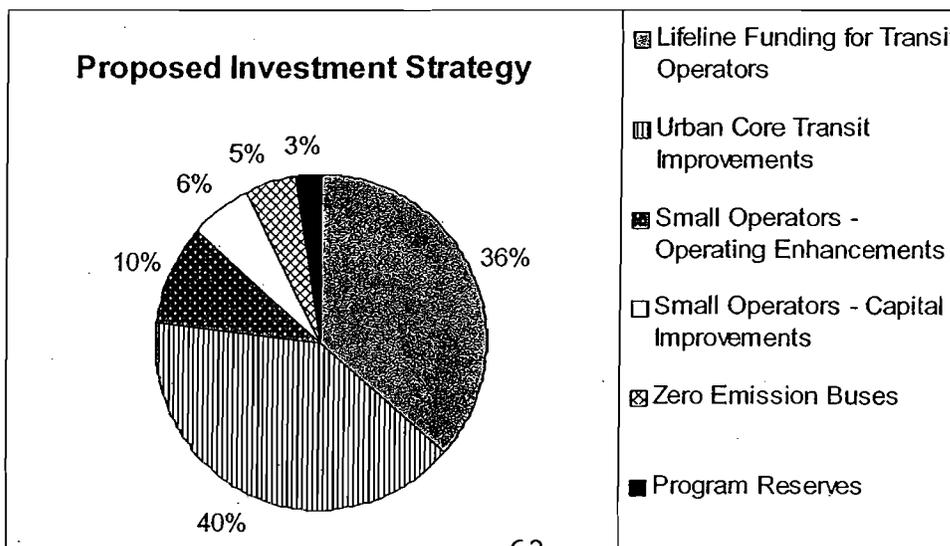
3. Work with transit operators to combine Proposition 1B population-based funds with Proposition 1B revenue-based funds to provide a comprehensive strategy for addressing transit needs.

As described below, staff recommends that non-Lifeline capital investments made in this proposal require matching funds from transit operators. Seventy-five percent of the region’s Proposition 1B capital funds are directed to transit operators. Staff proposes working in tandem with the transit operators to deliver a balanced investment program.

C. Staff Recommendation for Increments of STA Base/Proposition 42 and Proposition 1B Transit Funds

Based on the above framework, staff has identified the following strategic investment opportunities for the estimated \$419 million available from the funding sources identified above. This is in addition to the following existing investments under the Base and Proposition 42 STA policies: Northern Counties and Small Operators, Regional Paratransit, Lifeline, and Regional Coordination, including TransLink®.

Proposed Investment Category	Proposed Funding (in millions)
Lifeline Funding for Transit Operators	\$ 153
Urban Core Transit Improvements	\$ 169
Small Operators - Operating Enhancements	\$ 41
Small Operators - Capital Improvements	\$ 25
Zero Emission Buses	\$ 20
Program Reserves	\$ 11
Total	\$ 419



1. Lifeline Funding for Transit Operators

The Commission has shown a strong commitment to the Lifeline program and directed staff to consider augmenting this program with Proposition 1B funding. Our proposal directs over one-third of available programming to Lifeline programs, including \$52 million for operating purposes.

Based on the existing Lifeline formula, the funds would be distributed according to share of low-income population as follows:

County	Proposed Lifeline Funding (in millions)
Alameda	\$ 42
Contra Costa	\$ 19
Marin	\$ 4
Napa	\$ 3
San Francisco	\$ 23
San Mateo	\$ 11
Santa Clara	\$ 33
Solano	\$ 8
Sonoma	\$ 10
Total	\$ 153

As you know, the Lifeline program funding is currently subvented to the county Congestion Management Agencies (CMAs) and must address the priorities that have been established in the locally-developed Community Based Transportation Plans (CBTPs). Since the funding available for Lifeline through this investment is limited to transit, we expect that the funding will be directed to the transit operators in each county to provide either service enhancements, contract with other providers, or make capital improvements according to the results of the CBTP process. Note that Proposition 1B Transit funding, which is roughly \$100 million of the proposed Lifeline augmentation, is limited to capital transit projects. Under our proposal, each county would also receive its pro rata share of Lifeline operating funds. Based upon our review of the first cycle of completed CBTPs, there appear to be ample Lifeline needs to justify these capital and operating funding levels.

2. Urban Core Transit Improvements

In April 2006, the Commission updated Resolution 3434, the Regional Transit Expansion Program. Currently, the \$13.5 billion program has identified shortfalls approaching \$3 billion. Reflecting the Commission’s commitment to Resolution 3434, the staff proposal includes \$169 million to address funding shortfalls on projects that will explicitly add transit capacity in the urban core of the region. It should be noted that these projects cover areas in the inner part of the region that have recently accepted much higher ‘smart growth’ housing projections and are now seeking additional transit capacity to accommodate significant increases in population. Staff is recommending the following projects under this category:

Project	Proposed Funding (in millions)
BART to Warm Springs	\$ 24
San Francisco Muni Central Subway	\$ 100
Santa Clara VTA Line 22 Bus Rapid Transit	\$ 45
Total	\$ 169

The BART to Warm Springs commitment already has been secured in the context of the BART-SamTrans settlement agreement approved by the Commission last month. The Warm Springs project is the first step in the extension of BART service to San Jose, Northern California’s largest city. The Muni Central Subway project is one of the region’s two federal New Starts candidates, and is proposed to serve San Francisco’s dense and disadvantaged Chinatown neighborhood. VTA’s bus rapid transit proposal for its Line 22 service would upgrade the busiest bus line in Silicon Valley.

Funding of the above projects is subject to three conditions: 1) partner agency provides 1:1 match from the revenue-based bond proceeds; 2) project demonstrates a viable full funding plan; and 3) SF Muni and VTA must resolve outstanding Caltrain right-of-way acquisition financing issues with SamTrans.

3. Small Operators – Operating Enhancements

The proposal includes \$41 million to address operating or capital needs of small operators as a result of the unprogrammed surpluses in the STA Proposition 42 program over the next 10 years. These operating funds would be allocated among the small operators in the same proportions as the current STA Base program formula.

4. Small Operators – Capital Improvements

The proposal includes \$25 million for small operator capital projects. Eligible small operators would be those North County/Small Operators currently eligible for population-based funds in the STA Base program. This is proposed to be a future MTC competitive program and will require a 1:1 match.

5. Zero Emission Buses

In light of recent California Air Resources Board directives and MTC’s own efforts to improve air quality, the proposal includes \$20 million for the purchase of Zero Emission Buses (ZEB) for the regional ZEB program led by AC Transit and Santa Clara VTA.

6. Base Policy and Proposition 42 Reserves

The Proposition 1B bond funds are relatively certain. As noted earlier, however, the State has not yet determined whether the formula allocation of these bond funds will be adjusted annually or “fixed” at a certain point in time.

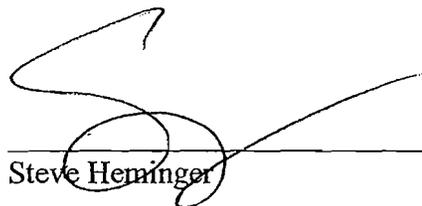
The STA uncommitted funds are MTC staff estimates, which we believe to be conservative, based on future revenue projections, population trends and economic conditions. The actual revenue generations could change based on these factors. In addition, Proposition 42 funds can be suspended, although Proposition 1A placed stringent conditions on Proposition 42 suspensions and requires an accelerated payback.

As a result of the potential volatility of the STA revenue stream, staff proposes to develop a policy to consolidate the existing and proposed Base and Proposition 42 program categories into a single set of percentage-based allocations. In years when the STA revenue stream exceeds our projections, all program recipients would benefit. In years when the revenue source contracts, program recipients would likewise share the impact of the downturn. To guard against a string of “bad years”, the proposal includes an \$11million reserve that could be distributed based on MTC’s existing STA Base and Proposition 42 formulas if conditions warrant.

D. Next Steps

This item is for information only. The following schedule outlines next steps for the Proposition 1B Transit Population-based program.

DATE	ACTION
March/April 2007	Transit Finance Working Group, Partnership Technical Advisory Committee, Advisory Council, Elderly and Disabled Advisory Committee, and Minority Citizens Advisory Council review and comment.
April 2007	Partnership Board Reviews and Comments on Staff Proposal
May 9, 2007	Programming and Allocations Committee considers recommending proposal for adoption
May 30, 2007	Commission considers adoption of Proposition 1B Transit Population-based Program



Steve Heminger

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DATE: March 1, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: I-80 High Occupancy Vehicle (HOV) Lanes California
Environmental Quality Act (CEQA) Environmental
Document (Mitigated Negative Declaration)

Background:

STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, three environmental documents are concurrently being prepared, one of which is for the I-80 High Occupancy Vehicle (HOV) Lanes project. The I-80 HOV Lanes will add capacity to I-80 for approximately 8.7 miles from Red Top Road Interchange to just east of Air Base Parkway Interchange. The additional lanes in both west and eastbound directions will primarily be constructed in the existing median. The additional lanes will be enforced for carpools during peak commute periods only.

Caltrans is the Lead Agency for California Environmental Quality Act (CEQA) compliance for the I-80 HOV Lanes project and FHWA is the Lead Agency for National Environmental Policy Act (NEPA) compliance. STA is the project sponsor and will be providing funding for the construction of the I-80 HOV lanes project. As such, the STA is a Responsible Agency under CEQA for this project.

Discussion:

The STA in cooperation with Caltrans and FHWA prepared an Initial Study/Proposed Mitigated Negative Declaration (IS/MND) which was made available for a 30-day agency and public review beginning December 29, 2007. The public and agency comment period ended on February 1, 2007. Seven (7) comments were received (3 letters and 4 e-mails). Five of the comments were from residents, one from Supervisor Mike Reagan and one from the California Department of Fish and Game. Two of the comments (including Supervisor Reagan) suggested that the HOV Lanes include a toll lane function commonly known as a High Occupancy Toll (HOT) Lane while the other three comments were not in support of providing HOV lanes but would rather see mixed flow lanes added to Interstate 80. The California Department of Fish and Game suggested additional measures to further protect biological resources in the project area.

Caltrans approved the MND on February 28, 2007. STA staff is recommending the STA Board consider approving as a Responsible Agency, the I-80 HOV Lanes MND. FHWA will be approving a Categorical Exclusion (CE) for the project later this spring.

At the February 28, 2007 Technical Advisory Committee (TAC), this proposed action received unanimous consent to send a recommendation to the STA Board to approve the Mitigated Negative Declaration (MND) for the I-80 HOV Lanes Project and file a Notice of Determination (NOD).

Fiscal Impact:

The I-80 HOV Lanes project is being funded with Regional Measure 2 (RM 2) funds. There is no fiscal impact to the STA by this proposed action.

Recommendation:

Approve the Mitigated Negative Declaration (MND) for the I-80 HOV Lanes Project and file a Notice of Determination (NOD).

Note: Document available upon request.



DATE: March 3, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: North Connector Environmental Document

Background:

STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, three environmental documents are concurrently being prepared, one of which is for the North Connector Project.

The proposed North Connector Project is a new intra-city/county roadway to provide a parallel arterial to ensure the local roadway system can serve local traffic and I-80 can better serve regional traffic through the I-80/I-680/SR 12 interchange area.

The proposed Project consists of four lanes from Chadbourne Road at SR 12 East heading north to Abernathy Road and continuing west (parallel to I-80) over a new bridge at Suisun Creek, thereby connecting to the recently approved local devolvement project (Fairfield Corporate Commons Project). In addition, the North Connector would construct a two-lane roadway, west from the existing Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road. Attachment A shows the proposed project.

An Environmental Assessment/Initial Study and Proposed Mitigated Negative Declaration (EA/IS MND) was prepared for the North Connector Project. The environmental document was circulated for a 45-day public review and comment period, beginning in mid-November and closing on December 29, 2007. A Public Hearing was held on December 14th at Nelda Mundy elementary school in the City of Fairfield. The purpose of the Public Hearing was to provide information regarding the project and to allow the public to review and submit comments on the environmental document.

Discussion:

There were over 50 attendees that took the time to attend the Public Hearing on December 14, 2006. Six (6) comment cards were submitted at the Public Hearing (Attachment B is a summary of the Public Hearing). In addition, the STA received 26 written comments submitted by fax, e-mail, or mail. Attachment C provides a summary of the public comments received during the public review period.

The staff and project consultant team have reviewed these comments. Some of the comments raised concern about potentially significant impacts and the ability to identify

adequate mitigation for these impacts, particularly those impacts related to agricultural lands in Suisun Valley. In addition, there is currently no locally adopted definition of a “farmable unit” or mitigation standard for agricultural lands, with consideration for Williamson Act and Conservation easements. In addition, some comments raised concerns about potentially significant impacts to the existing bicycle path and that this path should be relocated to the north side of the North Connector as part of the project. With these combined issues, staff (in conjunction with STA Legal Counsel) is recommending that the California Environmental Quality Act (CEQA) document be revised and modified to an Environmental Impact Report (EIR). This approach was also discussed and recommended by the STA’s Executive Committee. Under this approach the document would be an Environmental Impact Report/Environmental Assessment (EIR/EA).

The schedule for moving to an EIR/EA is as follows:

- Draft EIR/EA for Public Comment July 2007
- Final EIR/EA November 2007.

Moving to an EIR/EA will require an amendment to the contract. It is proposed to amend the BKF Engineering contract to include this work. BKF Engineers is currently doing the Preliminary Engineers for the North Connector Project. This additional work is estimated to cost \$110,000, which will be funded by Regional Measure 2 (RM 2) funds.

Fiscal Impact:

The cost for the additional consultant services to complete the EIR/EA will be funded with RM 2 funds dedicated to the North Connector Project as part of the I-80/I-680/SR12 Interchange Project.

Recommendation:

Approve the following:

1. Modify the North Connector environmental document to an Environmental Impact Report/Environmental Assessment (EIR/EA).
2. Amend the BKF Engineers contract by \$110,000 for additional environmental services.

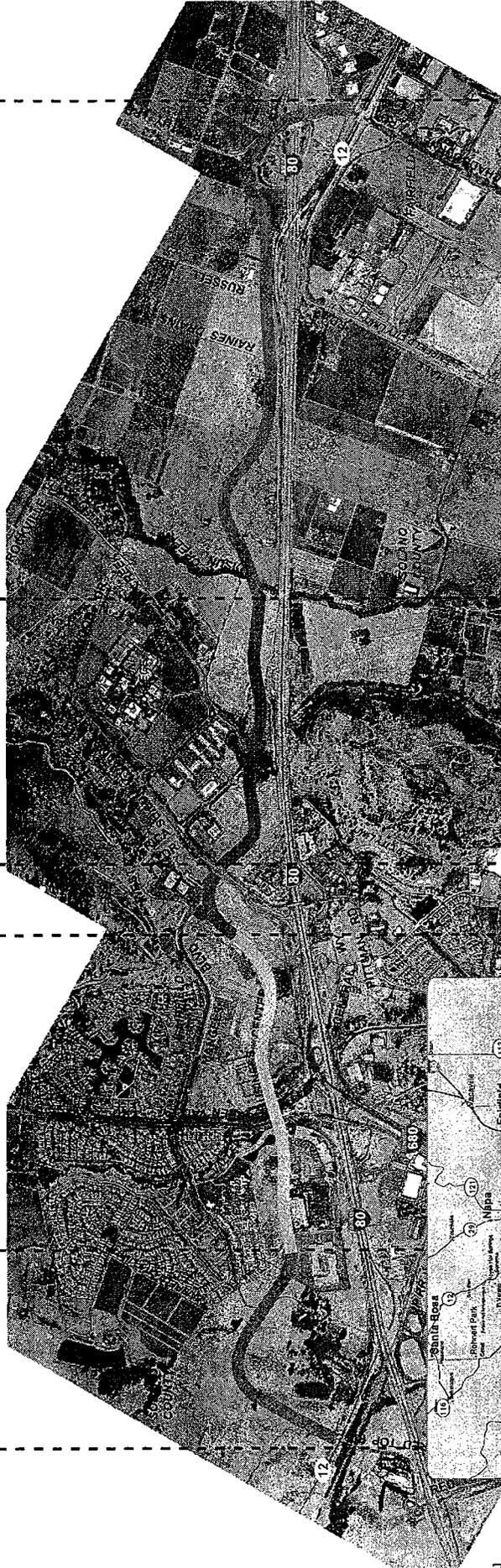
Attachments:

- A. North Connector Project Map
- B. North Connector Public Hearing Summary
- C. North Connector Public Comments Summary

East End

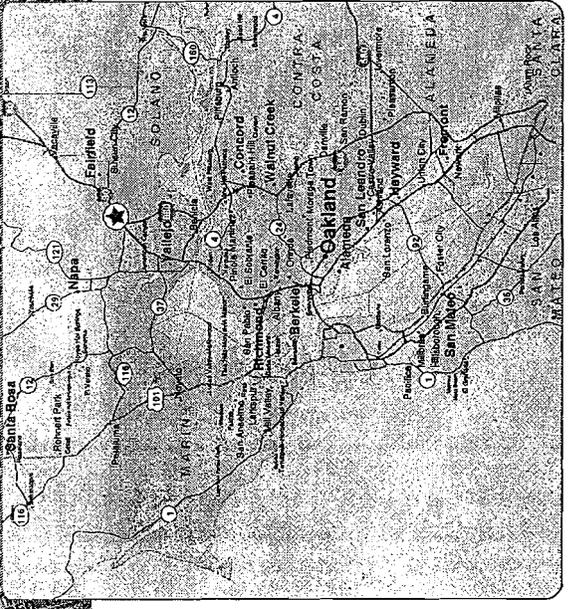
Central Section

West End



LEGEND

- North Connector
- Planned Roadway to be Constructed by Others
- Existing Roadway



Map not to scale

Connector **STRA**
Solar Transportation Authority

Figure 1-1. Project Location and Limits

**A copy of the
North Connector Public Hearing Summary
has been provided to the STA Board members
under separate enclosure.**

**You may obtain a copy of the
North Connector Public Hearing Summary
by contacting the STA at (707) 424-6075.**

Thank you.

North Connector Public Comment Summary					
<i>Main comment topics: construction phasing, public services (linear park issues), and traffic.</i>					
Topic Category	Specific Issue	# of Public Comments	# of Letter Comments	Total Comments by Specific Issue	Total Comments by Category
General Topics	General corrections, typos, etc.		8	8	36
	Purpose and Need	2	2	4	
	Project Description		1	1	
	Comment period/public hearing/public information		4	4	
	Anti-project	3	10	13	
	Pro-project		1	1	
	Project requirements		3	3	
	Mitigation (general)		1	1	
	IS/EA vs. EIR		1	1	
Aesthetics/Visual Resources	Impacts to aesthetics/visual resources, potential mitigation measures (landscaping)		5	5	5
Agricultural Resources	Impacts to agricultural resources (removal, access issues, etc.)		19	19	19
Air Quality	Impacts to air quality (pollution)	3	1	4	4
Alternatives	Alternatives	12	5	17	17
Biological Resources	Impacts to biological resources (red-legged frog, elderberry beetle)	2	6	8	8
Construction Phasing	Construction phasing	14	6	20	20
Geology and Soils	Impacts to geology and soils (cut and fill, slopes)		6	6	6
Growth	Impacts to growth		4	4	4
Funding	Funding	5	3	8	8
Hazards/Safety	Impacts related to hazards/safety (traffic, hazardous materials such as asbestos)	17	2	19	19
Hydrology and Water Quality	Impacts related to hydrology and water quality (drainage, flooding/stormwater runoff)	3	11	14	14
Land Use	Impacts related to land use	5	8	13	18
	Consistency with plans, policies, regulations	2	3	5	
Noise	Impacts related to noise	2	1	3	3
Public Services/Recreation	Impacts related to public services/recreation (linear park/multi-use trail)	10	16	26	26
Traffic and Transportation	Impacts related to traffic and transportation	31	45	76	107
	Freeway traffic issues	5	3	8	
	Access issues	12	11	23	
Utilities	Impacts related to utilities		8	8	8

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DATE: March 3, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: I-80/I-680/SR 12 Interchange Alternatives

Background:

I-80 is a major transcontinental highway route, typically six to eight lanes. The corridor within Solano county functions as an essential commuter route within the San Francisco Bay Area, connecting workers in Solano county with jobs in neighboring Contra Costa, Alameda, and San Francisco counties. Its regional significance is demonstrated by its high percentage of inter-county travel. In addition to its function as a commuter corridor, this route provides an important connection between the Bay Area and Sacramento, the Sierra Nevada and Lake Tahoe regions. Further, the route is also a primary truck route connecting the Port of Oakland to points east and north, contributing significantly to the economic health of the State of California by facilitating goods distribution throughout the western U.S. This section of I-80 is also a designated "Lifeline Highway Route", which means that it is a key corridor for the deployment and return of emergency vehicles during a major emergency or disaster. One key reason for the need to address the I-80/I-680/SR 12 Interchange is that, at present, traffic congestion even absent an emergency, compromises the ability of police, fire and medical personnel to move along the corridor.

The I-80/I-680/SR 12 Interchange Project limits include an approximate 8-mile section of freeway containing nine separate interchanges. Tremendous growth in the region has resulted in substantial increases in regional traffic traveling through the interchange area. Traffic volumes are projected to grow by approximately 2% per year to 2035, the design year, bringing the total daily volume passing through the corridor to 270,000 vehicles.

In addition to the Interchange's importance to commuter and regional travel, it includes a pair of regional truck scale facilities. This placement of the truck scales is ideal for monitoring and enforcing truck weight and safety requirements because it provides an opportunity to monitor truck traffic on three routes (I-80, I-680, and SR-12) with a single set of scales. The volume of trucks in the corridor has increased dramatically since the 1960s, and is projected to increase 70% by 2025, and 115% by 2040.

While the project has not yet identified a "preferred" build alternative, it is expected that two build alternatives will be carried forward for study in the Environmental Impact Statement/Report (EIS/R). Both of these would improve operations by providing improved roadway geometrics on the mainline and at interchanges. The purpose of the proposed project is to:

- Reduce congestion through the I-80/I-680/SR12 interchange to accommodate current and future traffic volumes.

- Reduce the amount of cut-through traffic on local roads attempting to avoid congestion on the freeway system.
- Establish logical and adequate access to and from the freeway system to accommodate existing and planned land uses in the project area.
- Accommodate current and future truck volumes using the I-80, I-680 and SR 12 corridors for goods movement.
- Accommodate current and future truck volumes accessing the truck scales facility within the interchange area.
- Improve safety conditions within the project limits.
- Increase the use of high-occupancy vehicle (HOV) lanes and ridesharing through the project area.

The entire I-80/I-680/SR 12 Interchange Project is estimated to cost approximately \$1 to \$1.2 billion.

Accident rates near the truck scales and I-80/I-680/SR 12 interchange area are substantially higher than the statewide average for similar facilities. The project would be expected to improve safety, due to a reduction in rear-end collisions associated with congestion. In addition, because the local roadways in the vicinity of the interchange area serve as emergency vehicle routes for the local neighborhoods, an improvement to the local network would likely reduce emergency response times.

STA has completed several important studies and engineering tools that have been utilized in the alternatives development process for the Interchange Complex which include the following:

- I-80/I-680/I-780 Major Investment & Corridor Study (Adopted by the STA Board in 2004)
- Cordelia Truck Scales Relocation Study (Adopted by the STA Board 2004)
- Solano Napa Traffic Demand Model (Adopted by the STA Board 2005)
- Value Analysis Study of Project Alternatives (Spring 2006)

The Federal Highway Administration (FHWA) issued a Notice of Intent (NOI) to prepare an EIS on May 5, 2003. Caltrans in cooperation with STA and FHWA issued a Notice of Preparation (NOP) for the I-80/I-680/SR 12 Interchange for a Environmental Impact Report/Environmental Impact Statement (EIR/EIS) on April 28, 2003. A Scoping Meeting was held on May 12, 2003 at Rodriguez High School in the City of Fairfield.

Discussion:

Based on the Traffic Demand Model and the draft Purpose and Need of the Project, the STA project consultants in partnership with Caltrans and FHWA have developed and considered a wide variety of alternatives for the Project. These alternatives were then placed through a rigorous two (2) tier alternative screening process that has been concurred with by Caltrans. The first tier or initial tier of this two tier screening process

was to exclude alternatives that either did not meet the Purpose and Need of the Project or were considered not feasible. Four (4) alternatives for the project were carried forward into the second tier of screening. Of these four (4) alternatives, three (3) proposed reconstructing the I-80/I-680 Interchange in the same general vicinity and one (1) proposes a new alignment of the I-80/I-680 Interchange.

The STA in partnership with Caltrans has initiated the National Environmental Policy Act (NEPA)/404 process. This process is a requirement based on a Memorandum of Understanding (MOU) between the Resource agencies¹ and Caltrans and FHWA. The initial activities under the NEPA/404 process, will focus on gaining concurrence between the agencies on the project's Purpose and Need and the alternatives to be carried forward for detailed study in the EIS/R. This process is important as it provides the Lead Agencies and STA with formal concurrence on the Purpose and Need and range of Alternatives before detailed studies are completed. The initial NEPA/404 meeting has been scheduled for March 15, 2007. After the initial meeting, the Resource agencies have 30 days to provide feedback or provide concurrence. The alternatives that are being presented to the STA Board are the two (2) alternatives that the project team and Caltrans believe to be the strongest candidates for further study and which represent the two approaches: that is having the interchange reconstructed in the same general vicinity as presently located or for an entirely new alignment for the I-80/I-680 interchange.

It is important to continue to engage the public on such an important project. Although the Draft EIS/R is not expected to be completed and ready for public review until summer 2008, staff recommends holding a public information/open house meeting in April 2007 to provide the public with information and to seek their input about the project alternatives proposed to be carried forward for study in the environmental document. The Resource agencies will have provided input on the proposed alternatives and the Project Purpose and Need prior to the open house.

Fiscal Impact:

The EIR/EIS for the I-80/I-680/SR 12 Project is being completed with Transportation Congestion Relief Plan (TCRP) funds that were granted to the project. Alternative development and public education are part of the work completed during the environmental phase of a project.

Recommendation:

Approve the following:

1. The public release of two alternatives that are recommended to be carried forward into the EIR/EIS for I-80/I-680/SR 12 project.
2. Authorize the Executive Director to schedule a Public Information/Open House in April 2007 to receive public input.

¹ Resource agencies include: US Environmental Protection Agency (EPA), US Army Corps of Engineers (Corps), US Fish and Wildlife Service (USFWS), and National Marine Fisheries Service (NMFS)

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DATE: March 8, 2007
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – March 2007

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. An Legislative Matrix (Attachment A) is included listing the bills that staff is watching and analyzing for the 2007-08 state legislative session and the 2007 federal legislative session. Monthly state and federal legislative updates are also included from Shaw/Yoder, Inc. (Attachment B) and The Ferguson Group (Attachment C), respectively.

Discussion:

Staff accompanied four members of the STA Board and seven representatives of the Solano business community to Sacramento on March 7, 2007. The group met with Assembly Members Lois Wolk and Noreen Evans, Senator Pat Wiggins and staff from Senator Mike Machado's office. The purpose of the trip was to lobby support for Solano County's priority transportation projects, including projects submitted for funding under Proposition 1B's Corridor Mobility Improvement Account (CMIA), as well as safety improvements on State Route (SR) 12. By the time the STA delegation arrived at the Capitol, there had been three fatal accidents on SR 12 in as many days, and the day's focus shifted to primarily discuss SR 12. Due to this heightened awareness of safety issues on the corridor, the media was present to gather information, which presented an opportunity for the STA Board members to be interviewed and get the message out about the improvements needed on SR 12.

Senator Wiggins and Assembly Member Wolk have both expressed their intent to introduce legislation to construct a median barrier on the SR 12 corridor. Due to the rapidly increasing death toll, both of these legislators and the STA want the problem addressed immediately. Staff recommends that the STA Board approve a resolution of support for the construction of a median barrier on SR 12. This action is consistent with the State Route 12 Major Investment Study recommendations adopted by the STA Board in October 2001. A resolution will be submitted to the STA Board under separate cover, after staff has had time to gather more specific information about this proposed bill.

AB 444 (Hancock). Assembly Member Hancock has authored AB 444 (Attachment D) relating to vehicle registration fees. If approved, this bill would authorize the county congestion management agencies in Alameda County and Contra Costa County to impose an annual fee of up to \$10 on motor vehicles registered with the county for a traffic congestion management program. Imposition of the fee would require a majority vote of the agency's board, and voter approval of the measure.

The STA has historically been supportive of such legislative bills. The Governor has generally vetoed bills in the past that impose a fee without voter approval. Since this bill includes the requirement of voter approval, staff recommends a support position of AB 444. This bill is consistent with the STA's adopted 2007 Legislative platform:

V. *Funding*

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

Staff recommends that the STA request an amendment to the bill to include the addition of Solano County as one of the authorized county congestion management agencies included in this bill. Transportation improvements that reduce congestion include those that improve signal coordination, travel information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.

Recommendation:

Approve the following:

1. Resolution Number 2007-04 in support of legislation to construct a median barrier on SR 12.
2. A position of support with amendment for AB 444 (Hancock), as specified.

Attachments:

- A. STA Legislative Matrix
- B. Shaw/Yoder State Legislative Update, March 6, 2007
- C. The Ferguson Group Federal Update, March 2, 2007
- D. AB 444 (Hancock)



LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

March 6, 2007

Solano Transportation Authority
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 Suisun City CA 94585-2427
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State Assembly Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
AB 57	Soto	Safe Routes to School Program			3
AB 60	Nava	Minimum Clearance Requirement for Overtaking a Bicycle			3
AB 112	Wolk	Highway Safety Enhancement – Double Fine Zone on SR 12 from I-5 to I-80	Sponsor and Support	Support: Cities of Benicia, Fairfield, Vallejo	3
AB 117	Beall	Additional 20% County assessment on traffic safety offenses			4
AB 444	Hancock	Voter-approved vehicle registration fee for traffic congestion management			5
ACR 7	Wolk	Officer David Lamoree Memorial Interchange (SR 12)	Co-sponsor and Support	City of Rio Vista: Sponsor/Support	5

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 9	Lowenthal	Trade Corridors Improvement Fund			6
SB 16	Florez	Rail Grade Crossings: Automatic Gates			6
SB 19	Lowenthal	Air Quality Improvement Account: Proposition 1B			7

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 45	Perata	Transit Security & Emergency Preparedness Fund: Proposition 1B			7
SB 47	Perata	State-Local Partnership Program: Proposition 1B			7

Federal Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
S 294	Lautenberg	A bill to reauthorize Amtrak, and for other purposes.			8

For details of important milestones during the 2007 sessions of the California Legislature and the U.S. Congress, please refer to calendars on pages 9-10.

Please direct questions about this matrix to Jayne Bauer at 707-424-6075 or jbauer@sta-snci.com. STA's Legislative Matrix is also available for review on our website at www.solanolinks.com.

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Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 57 (Soto) Highways: Safe Routes to School construction program	Extends indefinitely the provision for certain state and local entities to secure and expend federal funds for improvement of highway safety and reduction of traffic congestion (including projects for bicycles and pedestrian safety and traffic calming measures in high-hazard locations), as well as extend indefinitely the provision for DOT/CHP to administer a "Safe Routes to School" construction program and use federal transportation funds to construct bike/ped safety and traffic calming projects. Both provisions currently have a repeal date of January 1, 2008.	Introduced 12/04/06	
AB 60 (Nava) Vehicles: Bicycles	Creates stricter laws/penalties for vehicles overtaking bicycles traveling the same direction. Requires the driver of a motor vehicle overtaking a bicycle that is proceeding in the same direction to pass to the left at a safe distance, at a minimum clearance of 3 feet, without interfering with the safe operation of the overtaken bicycle. The bill would make a violation of this provision an infraction punishable by a \$250 fine. The bill would make it a misdemeanor or felony if a person operates a motor vehicle in violation of the above requirement and that conduct proximately causes great bodily injury, as defined, or death to the bicycle operator.	Amended, re-referred to Trans. Com.; read second time & amended 03/05/07.	
AB 112 (Wolk) Highways: Safety Enhancement – Double Fine Zones (SR 12)	Designates SR 12 from its intersection with I-80 in Solano County to I-5 in San Joaquin County as a double fine zone until January 1, 2012.	Introduced 01/08/07	Sponsor and Support
		Support: Cities of Benicia, Fairfield, Vallejo	

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State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 117 (Beall) Traffic offenses: additional assessment: traffic safety	<p>Provides that, until January 1, 2010, a county may elect to levy an additional assessment in the amount of \$2 for every \$10 (20%) or fraction thereof, upon each base fine (excluding parking violations), for an offense involving the unsafe operation of a motor vehicle upon the highway in violation of the Vehicle Code or a local ordinance adopted pursuant to the Vehicle Code. The bill requires that the collected assessments be deposited in a Traffic Safety Committee Network Fund, and the creation of a countywide community collaboration committee for the purpose of developing recommendations for traffic safety programs. The bill requires moneys in the fund (after deducting administrative costs, not to exceed 10% of the amount of the fund) be allocated in a manner so that 85% be used for local traffic safety programs approved by the county board of supervisors (programs that increase local traffic safety and reduce related personal injuries and fatalities through existing local traffic safety programs or the creation of new local traffic safety programs), and 15% be deposited in the county's Courthouse Construction Fund. Funds could be collected only if the county board of supervisors provides that the increased assessments do not offset or reduce the funding of other local traffic safety programs from other sources, and that these additional revenues result in increased funding to local traffic safety programs and courthouse construction.</p>	Set for hearing in ASM Trans. Com. 03/12/07	

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 444 (Hancock) Voter-approved vehicle registration fee for traffic congestion management	Authorizes the county congestion management agencies in Alameda County and Contra Costa County, with a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered with the county for a traffic congestion management program. Imposition of the fee would require voter approval of the measure. Transportation improvements that reduce congestion include those that improve signal coordination, travel information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.		
ACR 7 (Wolk) Officer David Lamoree Memorial Highway (SR 12)	Designates the interchange of SR 12 between Olsen Road and SR 113 as the Officer David Lamoree Memorial Interchange, would request the Department of Transportation to determine the cost for appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs.	Introduced 01/08/07 Sponsored by City of Rio Vista and STA	Co-sponsor and Support

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
SB 9 (Lowenthal) Trade corridor improvement: transportation project selection in Proposition 1B	<p>States the intent of the Legislature to enact urgency legislation that establishes a process for the selection of transportation projects to be funded from the Trade Corridors Improvement Fund, established by Proposition 1B.</p> <p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19,925,000,000 of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements. The act requires the sum of \$2,000,000,000 to be transferred to the Trade Corridors Improvement Fund, which is established under the act. The money in the fund is required to be available, upon appropriation in the annual Budget Act by the Legislature, and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement, as determined by the commission. The bill declares that it is to take effect immediately as an urgency statute.</p>	Introduced 12/04/06	
SB 16 (Florez) Rail Grade Crossings: Automatic Gates	<p>Requires the Public Utilities Commission to order that a public-rail grade crossing be equipped with automatic gates, if it determines in the course of investigating a public-rail grade crossing collision, that it is more likely than not that the collision would not have occurred if the crossing had been equipped with automatic gates, or if the commission determines that the injury to person or property resulting from the collision would have been substantially reduced if the crossing had been equipped with automatic gates.</p>	Introduced 12/4/06	

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
SB 19 (Lowenthal) Trade corridors: projects to reduce emissions: funding in Proposition 1B	Declares the intent of the Legislature to enact urgency legislation that establishes conditions and criteria, as specified, for projects funded by the \$1 billion account to fund freight-related air quality needs established by Proposition 1B. Existing law requires that of the proceeds of bonds issued pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a specified amount of those deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account in the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, be made available, upon appropriation by the Legislature and subject to the conditions and criteria contained in a statute enacted by the Legislature, to the State Air Resources Board for certain emission reductions from activities related to the movement of freight along California's trade corridors. This bill declares the intent of the Legislature to enact legislation that establishes conditions and criteria for projects that reduce emissions from activities related to the movement of freight along California's trade corridors. The bill declares that it is to take effect immediately as an urgency statute.	Introduced 12/04/06	
SB 45 (Perata) Transit Security & Emergency Preparedness Fund: Prop. 1B	States the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account, as specified in Proposition 1B.	Introduced 12/22/06	
SB 47 (Perata) State-Local Partnership Program: Proposition 1B	States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds for the State-Local Partnership Program, established by Proposition 1B.	Introduced 12/22/06	

Federal Legislation

Federal Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
S 294 (Lautenberg)	A bill to reauthorize Amtrak, and for other purposes.	Introduced 01/16/07; referred to Senate committee. Status: Read twice and referred to Committee on Commerce, Science, and Transportation.	

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California Legislature 2007-08 Regular Session Calendar

<p>January 2007 (First year of 2-year legislative session)</p> <p>1 Statutes take effect 3 Legislature reconvenes 9 Governor's State of the State Address 10 Budget must be submitted by Governor 15 Martin Luther King, Jr. Day 26 Last day to submit bill requests to Office of Legislative Counsel</p>	<p>June</p> <p>1 Last day for Fiscal Committees to hear and report to the Floor bills introduced in their house 1 Last day for Fiscal Committees to meet prior to June 11 4-8 Floor session only - No committee may meet for any purpose 8 Last day for bills to be passed out of the house of origin 11 Committee meetings may resume 15 Budget Bill must be passed by midnight</p>
<p>February</p> <p>12 Lincoln's Birthday 19 Washington's Birthday observed 23 Last day to introduce bills</p>	<p>July</p> <p>4 Independence Day 13 Last day for policy committees to hear and report bills 20 Summer Recess begins on adjournment, provided Budget Bill has been passed</p>
<p>March</p> <p>29 Spring Recess begins upon adjournment 30 Cesar Chavez Day</p>	<p>August</p> <p>20 Legislature reconvenes 31 Last day for Fiscal Committees to meet and report bills to the Floor</p>
<p>April</p> <p>9 Legislature reconvenes from Spring Recess 27 Last day for policy committees to hear and report Fiscal Bills for referral to fiscal committees</p>	<p>September</p> <p>3 Labor Day 3-14 Floor session only – No committee may meet for any purpose 7 Last day to amend bills on the Floor 31 Last day for any bill to be passed - Interim recess begins on adjournment</p>
<p>May</p> <p>11 Last day for policy committees to hear and report to the floor non-fiscal Bills 25 Last day for policy committees to meet prior to June 11 28 Memorial Day observed</p>	<p>October</p> <p>14 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 14 and in the Governor's possession after Sept. 14</p>

IMPORTANT DATES OCCURRING DURING INTERIM CALIFORNIA LEGISLATURE RECESS

2007

Oct. 14 Last day for Governor to sign or veto bills passed by the Legislature on/before Sept. 14 and in his possession after Sept. 14 (Art. IV, Sec. 10(b)(1)).

2008

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

Jan. 7 Legislature reconvenes (J.R. 51(a)(4)).

**110th United States Congress
2007 Session Calendar**

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<p>January 4 110th Congress convenes 15 Senate and House recess for Martin Luther King, Jr. Day 16 Senate and House reconvene</p>	<p>July 2-6 Independence Day District Work Period 9 Senate and House reconvene</p>
<p>February 19 President's Day 19-23 Presidents' Day Recess 25 Senate and House reconvene</p>	<p>August 6-Sept 3 Summer District work period</p>
<p>March</p>	<p>September 3 Labor Day 4 Senate and House reconvene</p>
<p>April 2-13 House District Work Period 2-9 Senate District Work Period</p>	<p>October 26 Target Adjournment Date</p>
<p>May 28- June 1 Memorial Day Recess/District Work Period</p>	<p>November 6 Election Day 11 Veterans Day 22 Thanksgiving Day</p>
<p>June 4 Senate and House reconvene</p>	<p>December 5 Hanukkah 25 Christmas Holiday</p>



SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

March 6, 2007

To: Board Members, Solano Transportation Authority

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

RE: LEGISLATIVE UPDATE- MARCH 2007

Proposition 1B-Corridor Mobility Improvement Account (CMIA) Allocations

On February 28th, Gus Khouri, from your Shaw/Yoder, Inc. advocacy team, joined Executive Director Daryl Halls in Irvine for the California Transportation Commission's (CTC) hearing to adopt its project nominations for the \$4.5 billion CMIA pot within Proposition 1B. The Solano Transportation Authority had two projects under consideration for funding: I-80/680/SR12 Interchange and the first phase of the Jameson Canyon Widening project. The CTC's programmed CMIA project list includes \$56,210,000 for the I-80/680/SR 12 Interchange as well as \$73,990,000 for Jameson Canyon. Your advocacy team continues to work diligently with STA staff in trying to secure the much needed shortfall of resources to fully fund both projects.

State Legislative Program

Your advocacy team is currently preparing two items that STA is sponsoring as part of its 2007 State Legislative Program for a hearing in the Assembly Transportation Committee on Monday, March 26th:

AB 112 (Wolk) The State Route (SR) 12 Corridor has been determined by statistics obtained from Caltrans and the California Highway Patrol to exceed the state average for similar routes for collisions and fatalities. The California Highway Patrol has also made this route a priority for enforcement in the 2007-08 budget. This bill would reestablish a double fine zone along the SR 12 Corridor (between its intersection with Interstate 80 in Solano County and Interstate 5 in San Joaquin County), for driving violations on this stretch of highway in order to raise awareness and encourage better driving habits to enhance public safety until 2012, when safety enhancement projects are expected to be delivered.

ACR 7 (Wolk) This resolution would memorialize the life of Officer David Lamoree by designating a 2-mile section of SR 12, between Olsen Road and SR 113, as the "Officer David Lamoree Memorial Highway". The measure would also request that Caltrans determine the cost for appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs. Officer Lamoree, a well-respected Rio Vista Police officer, who made many contributions in the Solano area, passed away at the age of 26 was after being hit head-on by an oncoming car on SR 12. All indications are

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that this item will be placed on the Assembly Transportation Committee's Consent Calendar when it is brought up for consideration on March 26th.

March 7th Lobby Day

On Wednesday, March 7th, members of the STA Board and special invited guests will travel to Sacramento to participate in STA's Annual Lobby Day, which was organized by Shaw/Yoder, Inc. Participants will have an opportunity to discuss issues of importance, such as Proposition 1B funding for STA projects and STA's 2007 State Legislative Program, with Assembly Members Noreen Evans and Lois Wolk as well as Senator Patricia Wiggins and Jodi Fuji, Chief of Staff to Senator Mike Machado.

The following is a list of attendees that will be joining your advocacy team on Wednesday March 7th:

Tony Intintoli, STA Board Chair, Mayor of Vallejo
Len Augustine, STA Board Member, Mayor of Vacaville
Harry Price, STA Board Member, Mayor of Fairfield
Eddie Woodruff, STA Board Member, Mayor of Rio Vista
Pete Sanchez, STA Board Member, Mayor of Suisun City
Daryl Halls, STA Executive Director
Jayne Bauer, STA Marketing & Legislative Program Manager
Mike Ammann, Solano Economic Development Corporation President
Leslie Fay, Fairfield-Suisun Chamber of Commerce President
Darelyn Pazdel, Fairfield-Suisun Chamber of Commerce Board Chair
Ron Marlette, Fairfield-Suisun Chamber of Commerce Board Member
Gary Tatum, Vacaville Chamber of Commerce President
Dan Sharp, Vacaville Chamber of Commerce Government Affairs Director
Martin Lathrop, Vallejo Chamber of Commerce Board Member

Please contact us at (916) 446-4656 if you have questions, or email us at josh@shawyoder.org or gus@shawyoder.org



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

To: Solano Transportation Authority Board of Directors
 From: Mike Miller
 Re: Federal Update
 Date: March 2, 2007

February 2007 Activity. In February 2007, The Ferguson Group focused on FY08 project development. TFG worked with STA staff to finalize FY08 appropriations requests. TFG completed all appropriations request forms for STA's congressional delegation – House and Senate – and submitted all forms in advance of deadlines. STA's FY08 requests include:

- I-80/I-680/SR-12 Interchange (Cordelia Truck Scales): \$6 million – Surface Transportation Program (Federal Highways Administration);
- Travis AFB Access Improvements / Jepson Parkway: \$3 million – Surface Transportation Program (Federal Highways Administration);
- Vallejo Intermodal Station Ferry Maintenance Facility: \$2.713 million – Ferry & Ferry Facilities (Federal Highways Administration);
- Fairfield / Vacaville Intermodal Station: \$2 million – Bus & Bus Facilities (Federal Transit Administration); and
- SR-12 Traffic Safety Signage & Education: \$200,000 – Surface Transportation Program (Federal Highways Administration).

The House Committee on Appropriations set a March 16, 2007 due date for all Member appropriations requests.

DC Lobbying Trip. The Ferguson Group also coordinated with STA staff and the congressional delegation regarding STA's Washington, D.C. lobbying trip scheduled for March 26-28, 2007. Requests have been submitted for meetings with the regional congressional delegation – Members and staff – as well as with committee offices with jurisdiction over transportation authorization legislation.

Fiscal Year 2007 – Continuing Resolution. As expected, Congress passed and the President signed a Continuing Resolution (P.L. 110-5) providing funding for federal government operations through September 30, 2007 (the remainder of FY07). The Continuing Resolution did not include any earmarks. As reported in the past, we have good reason to believe that Congress will provide project earmarks in the FY 2008 appropriations bills. Congress will begin considering the annual spending bills in earnest this month.

Fiscal Year 2008 Requests.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Intermodal Station	\$2.713 million	FY08 requests submitted to House and Senate delegation.
Fairfield / Vacaville Intermodal Station	\$2 million	FY08 requests submitted to House and Senate delegation.
I-80/680 Interchange	\$6 million	FY08 requests submitted to House and Senate delegation.
Travis Access (Jepson)	\$3 million	FY08 requests submitted to House and Senate delegation.
SR-12 Traffic Safety Signage & Education	\$200,000	FY08 requests submitted to House and Senate delegation.

Regional Congressional Delegation: Transportation-Related Committee Assignments.

- Rep. Ellen Tauscher – House Committee on Transportation & Infrastructure – Subcommittee on Highways & Transit (transportation authorization jurisdiction).
 - Sen. Barbara Boxer – Chairman, Senate Committee on Environment & Public Works (transportation authorization jurisdiction).
 - Sen. Dianne Feinstein – Senate Subcommittee on Transportation Appropriations (transportation - annual funding jurisdiction).
-

CALIFORNIA LEGISLATURE—2007—08 REGULAR SESSION

ASSEMBLY BILL**No. 444****Introduced by Assembly Member Hancock**

February 16, 2007

An act to add Section 65089.12 to the Government Code, and to add Section 9250.4 to the Vehicle Code, relating to traffic congestion.

LEGISLATIVE COUNSEL'S DIGEST

AB 444, as introduced, Hancock. Congestion management: motor vehicle registration fees.

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

The bill would authorize the county congestion management agency in Alameda County and in Contra Costa County, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for a program for the management of traffic congestion. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs. The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency's board to make a specified finding of fact in that regard.

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. (a) The Legislature finds and declares all of the
2 following:

3 (1) Motor vehicle congestion negatively impacts business and
4 commuters, inhibits the efficient movement of goods, and elevates
5 pollutants that impact the quality of the state's air.

6 (2) There are transportation improvements that will reduce
7 congestion, including those that improve signal coordination,
8 traveler information systems, intelligent transportation systems,
9 highway operational improvements, and public transit service
10 expansions.

11 (3) There are measures available to lessen the impact of motor
12 vehicle-related pollution, including congestion management
13 programs, storm water runoff best management practices, and
14 transportation control measures aimed at reducing air pollution.

15 (b) It is the intent of the Legislature to establish a program that
16 allows congestion management agencies or their counterparts to
17 address congestion through transportation services and
18 improvements and to mitigate the impacts of motor vehicles on
19 air and water quality, and improve the business climate and natural
20 environment.

21 SEC. 2. Section 65089.12 is added to the Government Code,
22 to read:

23 65089.12. (a) Each agency in the Counties of Alameda and
24 Contra Costa may place a majority vote ballot measure before the
25 voters of its respective county to authorize an increase in the fees
26 of motor vehicle registration in the county for transportation-related
27 projects and programs described in this chapter. The agency may
28 impose an additional fee of up to ten dollars (\$10) on each motor
29 vehicle registered within the county. The ballot measure resolution
30 shall be adopted by a majority vote of the governing board of a
31 county congestion management agency at a noticed public hearing.
32 The resolution shall also contain a finding of fact that the projects
33 and programs to be funded by the fee increase has a relationship
34 or benefit to the persons who will be paying the fee. The finding
35 of fact shall require a majority vote of the governing board at a
36 noticed public hearing.

37 (b) The ballot measure described in subdivision (a) shall be
38 submitted to the voters of the county and if approved by the voters

1 in the county, the increased fee shall apply to the original vehicle
2 registration occurring on or after the January 1 following the
3 adoption of the measure by the voters and to any renewal of
4 registration with an expiration date on or after that January 1.

5 SEC. 3. Section 9250.4 is added to the Vehicle Code, to read:

6 9250.4. (a) The department shall, if requested by a county
7 congestion management agency, collect the fee imposed pursuant
8 to Section 65089.12 of the Government Code upon the registration
9 or renewal of registration of a motor vehicle registered in the
10 county, except those vehicles that are expressly exempted under
11 this code from the payment of registration fees.

12 (b) The county congestion management agency shall pay for
13 the initial setup and programming costs identified by the
14 department through a direct contract with the department. Any
15 direct contract payment by the board shall be repaid, with no
16 restriction on the funds, to the county congestion management
17 agency as part of the initial revenues available for distribution.

18 (c) After deducting all costs incurred pursuant to this section,
19 the department shall distribute the net revenues pursuant to
20 subdivision (a) of Section 65089.12 of the Government Code.

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DATE: March 1, 2007
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: State Route (SR) 12 Safety Update

Background:

The Solano Transportation Authority (STA) Board approved several near term safety implementation recommendations for State Route (SR) 12 at their January 10, 2007 meeting. Immediate strategies were to 1.) Obtain an Office of Traffic Safety (OTS) grant with Solano County's Law enforcement agencies, 2.) Sponsor state legislation to designate SR 12 Corridor as a double fine enforcement zone, and 3.) Re-engage the SR 12 Steering Committee to make recommendations to the STA Board with regard to strategies and actions to improve safety on SR 12.

Discussion:

The focus on SR 12 has four main components; enforcement, legislative, education and signing, and engineering. The SR 12 Steering Committee held its first meeting since October 31, 2005. The meeting was held on March 1, 2007 at 9:30 AM at Suisun City Hall. The agenda is provided as Attachment A. The members of the SR 12 Steering Committee are:

Ed Woodruff, Committee Chairperson, Mayor, City of Rio Vista
Pete Sanchez, Mayor, City of Suisun City
Harry Price, Mayor, City of Fairfield
Jim Spering, Solano County Board of Supervisors
Mike Reagan, Solano County Board of Supervisors

In addition to the Steering Committee, there is a Technical Advisory Committee comprised of:

Sue Ward, California Highway Patrol, Solano County
Bijan Sartipi, Caltrans District 4/Doanh Nguyen, Caltrans District 4
Wil Ridder, San Joaquin Council of Governments
Brent Salmi, Rio Vista Public Works
Gene Cortright, Fairfield Public Works
Lee Evans, Suisun City Public Works
Birgetta Corsello, Solano County
Daryl Halls, STA/Janet Adams, STA

In order to improve safety on the SR 12 Corridor, the SR 12 Steering Committee will develop and recommend to the STA Board a comprehensive strategy that is comprised of four major elements; enforcement, legislative, education and signing, and engineering.

This update is focused on efforts within these categories.

Enforcement:

The California Highway Patrol (CHP) did submit a Major Grant for the SR 12 Corridor from I-80 to I-5 for enhanced enforcement to the Office of Traffic Safety (OTS) before the January 31, 2007 deadline. Law enforcement agencies along the corridor are eligible to participate in the enhanced enforcement efforts should the CHP be successful in obtaining the grant. The law enforcement agencies would be required to enter into an agreement with the CHP to participate in the grant. The OTS is expected to announce grant recipients on May 1, 2007. However, CHP stated at the SR 12 Steering Committee Meeting that they expect to hear in April details about the grant such as amount of grant by element (i.e. county for increased enforcement and education). The grant reimbursements would begin in October 2007.

The CHP did recently obtain an additional 2000 hours of overtime to use for SR 12 enhanced enforcement. The heightened safety needs of SR 12 brought this additional resource to CHP. In addition, the CHP has announced that Solano County will receive 4 officers starting May 31st to backfill vacancies in the county. CHP reported at the SR 12 Steering Committee Meeting that they have recently begun to document where the violators along this corridor reside. It was reported that the top four (4) cities where the violators reside are in order; Rio Vista, Suisun City, Stockton, and Vallejo. This information is helpful as the SR 12 Steering Committee moves forward in the education element to know where to focus this effort.

Legislative:

Assemblywomen Lois Wolk has introduced Assembly Bill (AB) 112 to make SR 12 Corridor from I-80 to I-5 a double fine zone for 5 years. The 5-year time frame will provide the double fine zone through the time frame for the major capital improvements that are scheduled to begin in 2008 between Rio Vista and Suisun City.

Assemblywomen Lois Wolk has also introduced Assembly Concurrent Resolution (ACR) 7 to make a segment on SR 12 between Olsen Road and SR 113 the Officer Lamoree Memorial Highway.

Education and Signing:

The STA staff provided an overview of options for educating the public on the safety issues regarding SR 12 at the March 1st Steering Committee. The approach could comprise of corridor newsletter, focused high school discussions, public service announcements (PSAs) on radio, local cable access show and participation in a safety fair.

STA did submit an appropriations request to provide funding for safety signing on SR 12. The signing would be part of the education element to increase awareness of drivers along to corridor.

Engineering:

Caltrans has several capital improvements scheduled for SR 12 in Solano County. They are:

- Rumble Strip (Near Suisun City) - Construction to start May 2007
- Rumble Strip (near Rio Vista) - Construction to start June 2007
- Asphalt Overlay (9 miles between I-80 to Walters Road) - Construction to start May 2007
- Curve Correction and Shoulder Widening - Construction to start 2008.

STA is ready to begin the Project Study Report for improvements to the SR 12/Church road intersection and the Rio Vista Bridge Study. Once the Federal Highway Administration (FHWA) authorizes the allocation of funds, STA will enter into a contract to start both of these studies. In addition, the STA will use Planning, Programming, and Monitoring (PPM) funds to begin the update of the SR 12 Major Investment Study (MIS). This update will consider future traffic forecasts, truck traffic forecast, and accident data to develop recommendations to improve safety on the corridor. The recommendations will consider short term and long term improvements to both address safety and forecasted traffic demand. In addition, based on feedback from the STA Board the recommendations will be a combination of small and large estimated valued improvements.

Fiscal Impact:

The STA will potentially be eligible to receive funding reimbursement through the OTS grant for assisting in administering the grant program with specific element being the education and signing of SR 12. The exact amount is still to be determined.

Recommendation:

Informational.

Attachment:

- A. Agenda SR 12 Steering Committee, March 1, 2007

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STATE ROUTE 12 STEERING COMMITTEE

9:30 –11:00 a.m., Thursday, March 1, 2007

**Suisun City Hall
Board Chamber Room
101 Civic Center Blvd.
Suisun City, CA 94585**

MEETING AGENDA

Steering Committee Members

Ed Woodruff, Committee Chairperson, Mayor City of Rio Vista
Pete Sanchez, Mayor City of Suisun City
Harry Price, Mayor City of Fairfield
Jim Sperring, Solano County Board of Supervisors
Mike Reagan, Solano County Board of Supervisors

Steering Committee Technical Advisory Committee

Sue Ward, California Highway Patrol, Solano County
Bijan Sartipi, Caltrans District 4/Doanh Nguyen, Caltrans District 4
Wil Ridder, San Joaquin Council of Governments
Brent Salmi, Rio Vista Public Works
Gene Cortwright, Fairfield Public Works
Lee Evans, Suisun City Public Works
Birgetta Corsello, Solano County
Daryl Halls, STA/Janet Adams, STA

Participating Staff/Associations

Stacey McKinley, Representative Dan Lungren's Office
Ricardo Blanco, Representative Ellen Tauscher's Office
Dawn LaBar, Assemblymember Lois Wolk's Office
Nichole Becker, Senator Mike Machado's Office
Kay Woodson, Assemblymember Pat Wiggins' Office
Jan Vick, Highway 12 Association
Fairfield-Suisun City Chamber of Commerce
Rio Vista Chamber of Commerce
Fairfield Suisun Unified School District
River Delta Unified School District (Rio Vista)

Phil Kohlmetz, Western Railway Museum
Sue Coutts, California Highway Patrol, San Joaquin County
Andy Jones, California Highway Patrol, Sacramento County
Bernie Matthews, Fairfield Police Department
William Bowen, Rio Vista Police Department
Edmund Dadisho, Suisun Police Department
Paul Wiese, Solano County
Doahn Nguyen, Caltrans District 4
Cameron Oakes, Caltrans District 4
Tom Dumas, Caltrans District 10
Bruce Detera, Caltrans District 3

STA Staff:

Janet Adams, Solano Transportation Authority
Robert Macaulay, Solano Transportation Authority
Jayne Bauer, Solano Transportation Authority
Robert Guerrero, Solano Transportation Authority

- I. INTRODUCTIONS/APPROVAL OF AGENDA** Mayor Woodruff
(9:30 – 9:35 a.m.)
- II. PUBLIC COMMENTS**
(9:35 – 9:40 a.m.)
- III. BACKGROUND/PURPOSE OF THE MEETING** Daryl Halls, STA
(9:40 – 9:50 a.m.)
- IV. INFORMATION ITEMS**
- A. State Route (SR) 12 Enforcement Update** Sue Ward, Solano CHP
▪ *Office of Traffic (OTS) Safety Grant Status Update*
▪ *SR 12 Traffic Violations/Collisions Update*
▪ *Upcoming Enforcement Campaigns*
(9:40 – 9:50 a.m.)
Collision Data Attachment (IV.A) included on Pg. 1

B. State Route (SR) 12 Legislation

Jayne Bauer, STA

- *Double Fine Zone (AB 112) – Wolk*
- *Rio Vista Police Officer, David Lamoree*
SR 12 Memorial (ACR 7) – Wolk
- *SR 12 Traffic Safety Federal Appropriations Request*
(\$200,000)

(9:50 – 10:00 a.m.)

AB 112 Attachment (IV.B1) included on Pg. 2

ACR 7 Attachment (IV.B2) included on Pg. 4

Federal Appropriations Attachment (IV.B3) included on Pg. 7

C. Solano State Route (SR) 12 Planning and Safety Projects

Janet Adams, STA

- *Rio Vista Bridge Feasibility Study*
- *SR 12/Church Road Project Study Report (PSR)*
- *Caltrans State Highway Operations Protection Program*
(SHOPP) Projects
- *Jameson Canyon*

Doanh Nguyen

Caltrans District 4

(10:00 – 10:15 a.m.)

SHOPP Attachment (IV.C) included on Pg. 9

D. San Joaquin State Route (SR) 12 Planning and Capital Projects

Wil Ridder, SJCOG

(10:15 – 10:25 a.m.)

V. PROVIDE INPUT

A. State Route (SR) 12 Safety and Education Campaign

Jayne Bauer, STA

- **Past Education Campaigns**
- **Billboards/Signs**
- **School and Community Participation**
- **Safety Fair**
- **Brochure/Flier/Giveaways**

(10:25 – 10:35 a.m.)

VI. DISCUSSION

A. NEXT STEPS

Daryl Halls, STA

- **Potential Work Plan/Milestones**
- **Schedule**

(10:35 – 10:45 a.m.)

VII. COMMENTS FROM COMMITTEE MEMBERS

(10:45 – 11:00 a.m.)

VIII. ADJOURNMENT

The next SR 12 Steering Committee Meeting is scheduled for **Thursday, May 3, 2007 at 9:00 a.m.** at a location to be determined.

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DATE: March 5, 2007
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Transit Consolidation Study Kick-Off

Background:

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

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

In March 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study. In April 2005, the STA Board approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study (see Attachment A). The Consortium and TAC reviewed the Scope of Work as well. In May 2005, the Board approved the scope of work and authorized the release of a Request for Proposals (RFP). Since that time, additional funds have been secured for the Transit Consolidation Study.

The Transit Consolidation Study was not initiated in FY 2005-06 for a variety of reasons. One of the reasons was the time and effort expended toward developing a countywide Intercity Transit Funding agreement and preserving and marketing several SolanoExpress bus routes. This resulted in a one-year agreement and a directive to conduct a countywide transit ridership survey and a countywide transit finance assessment study. These two studies are underway and are due to be completed in March 2007. In addition to providing valuable information for a multi-year Intercity Transit Funding agreement, these studies will also provide useful base data for the Transit Consolidation Study.

Discussion:

A Request for Proposal (RFP) was released in early November 2006 with proposals due in December 2006. Interviews with four consultant teams were held in early January 2007. Several representatives from Solano transit operators were on the selection panel. DKS Associates was selected for the next Transit Consolidation Study.

To assist STA with the project management of this major transit study, John Harris has been retained to be the Project Manager. He has many years of experience in the transit industry having worked over the last few years for the Central Contra Costa Transit Authority, Vallejo Transit, and the STA.

A kick-off meeting has been held with DKS Associates and David McCrossan from the subconsultant (HDR) who will lead the critical outreach element of this project. Some adjustments to the scope have been made to better focus the project approach based upon Board direction. To identify a wide variety of perspectives and potential issues, a great deal of outreach will be conducted ranging from interviews with transit operator staff, other city staff, public officials, and others. Interviews will begin in March and presentations to City Councils are scheduled to begin in April.

A summary of the scope and schedule are provided in Attachment B. This was presented to the STA Board's Transit Subcommittee on February 26, 2007 for review and comment. The Transit Subcommittee will function as the project's Steering Committee. This item was also presented to the Consortium and TAC in February; they will be kept informed of the study progress and key decision points.

Fiscal Impact:

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

Recommendation:

Informational.

Attachment:

- A. STA Transit Consolidation Study – STA Board Goals and Criteria
- B. Transit Consolidation summarized scope and schedule

SOLANO TRANSPORTATION AUTHORITY

TRANSIT CONSOLIDATION STUDY

STA Board Goals and Criteria

Scope of Consolidation Study:

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

Potential Goals of Consolidation:

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

Potential Criteria for Evaluating Consolidation Options:

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

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WORK PLAN AND SCHEDULE

The DKS team has developed an elaboration of the work tasks proposed in the Request for Proposals in this section. This includes an explanation of each task including subtasks, schedule and deliverables. The work plan is prepared according to the tasks listed in the RFP, although Tasks 1 through 3 will occur concurrently. This work plan also includes revised changes based on scoping meetings in February, 2007.

Task 1: Transit Operators' Input

Objective: To review existing services and related documents, in order to summarize current operations and identify issues of benefits and concerns about consolidation from the transit operators.

Subtasks:

1. Prepare issues summary and alternative concepts material
2. Outline key contacts
3. Review related documents
4. Meet one-on-one with each operator
5. Summarize findings
6. Submit draft of findings to each operator
7. Revise findings

Schedule:

- February – DKS to conduct a kickoff meeting with Technical Committee to discuss the project requirements; review key documents
- March – Meet with operators one-on-one; Assemble relevant information from each operator based on meetings and documentation
- April – Submit draft findings to each operator for review; draft comprehensive Task 1 report; revise report based on review

Deliverables:

Contact List of Transit Operators
Issues Summary and Alternative Concepts Material
Draft Findings Memorandum (for operator review)
Revised Findings Memorandum (after operator review)

Task 2: Public Official and Public Input

Objective: To obtain feedback from public officials and the general public, highlighting the benefits and concerns of consolidation.

Subtasks:

1. Meet with STA Transit Subcommittee
2. Develop PowerPoint presentations
3. Conduct elected official briefing meetings
4. Conduct ten public meetings
5. Summarize meeting findings
6. Meet with Technical Committee

Schedule:

- March – Meet with STA Transit Subcommittee; prepare PowerPoint Presentation
- April – Participate in 10 Public Meetings

Deliverables:

PowerPoint Presentation
Summary of Feedback

Task 3: Transit Funding Partners' Input

Objective: To obtain comments from transit funding partners about their benefits and concerns related to consolidation options.

Subtasks:

1. Review the key funding partner contacts with STA staff and Technical Committee.
2. Contact each agency.
3. Summarize the findings in a memorandum.

Schedule:

- February – DKS to assemble list
- March – DKS to contact agencies

Deliverables:

List of contacts
Meeting summaries

Task 4: Develop and Evaluate Alternatives

Objective: To develop system alternatives that address potential organizational and governing structures for the consolidation of transit services.

Subtasks:

1. Meet on alternatives development
2. Draft initial Alternatives Report
3. Meet with Technical Committee

4. Draft Guide for Alternatives
5. Revise Draft Alternatives Report
6. Meet with Steering Committee
7. Revise Alternatives Report and Guide

Schedule:

- May – Meet to sketch alternatives; draft initial alternatives report; refine alternatives with Technical Committee
- June – Prepare Guide to Alternatives, meet and revise Alternatives Report

Deliverables:

Initial draft alternatives descriptions
 Draft of Alternatives Report
 Guide to Alternatives
 Revised Alternatives Report and Guide

Task 5: Build Consensus Towards a Preferred Alternative

Objective: To successfully engender consensus for a preferred alternative.

Subtasks:

1. Develop preferred alternative
2. Refine alternative, based on stakeholder feedback.
3. Present a range of alternatives to the public, possibly including concepts related to the preferred alternative.
4. Present initial preferred alternative in detail to STA staff, then to the Transit Consortium and STA Transit Steering Subcommittees as identified.

Schedule:

- July – develop preferred alternative; develop initial presentation; review preferred alternative and presentation with Technical Committee
- August – conduct public meetings

Deliverables:

Memorandum on initial preferred alternative
 Revised memorandum on preferred alternative
 Draft PowerPoint Presentation
 Final PowerPoint Presentation

Task 6: Develop Implementation Plan, Cost Estimate and Funding Plan for Preferred Alternative

Objective: To prepare details for a preferred alternative

Subtasks:

1. Meet with STA staff to determine consensus.
2. Meet with STA Transit Committee to determine consensus on preferred plan.
3. Develop implementation plan with programs, cost estimates (capital and operating), funding plan, timeline and phasing schedule.
4. Prepare Implementation Guide.
5. Meet with STA Transit Committee to provide initial feedback on alternative and Guide.
6. Revise plan and Guide, and prepare Final Report.

Schedule:

- September – coordinate STA Transit Committee support; draft Implementation Guide
- October – receive final STA Transit Committee comments; draft final report

Deliverables:

Draft Implementation Plan
Draft Implementation Plan Guide
Draft Final Report
Final Report

Schedule

A project schedule is shown below. DKS has highlighted the anticipated dates of the Technical Working Group meetings, but these may change. DKS has prepared a work plan to complete the project by October 2007.



DATE: March 5, 2007
TO: STA Board
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program's
Employer Outreach Initiative

Background/Discussion:

The STA's Solano Napa Commuter Information (SNCI) Program offers a variety of services to assist and encourage commuters to use alternatives to driving alone to work. Outreach is conducted to the general public and to local employers as well. The wide range of services to employers and ultimately to their employees include free campaign materials and incentives, ridematching, employee surveying and reporting, employee density maps, commuter information display racks, events and more.

At this time, a new Employer Outreach Initiative is being developed. It will build upon SNCI's current employer outreach program and will create partnerships with business organizations. Historically, the more successful employer programs have strong support from upper management of their organizations. The "Solano Employer Commute Challenge," the cornerstone of the Employer Outreach Initiative, proposes to increase the impact of SNCI's current employer outreach program.

Solano Employer Commute Challenge goals are:

1. To increase and sustain Solano County employees use of alternative transportation.
2. To increase the public and business community involvement.
3. To maximize complementary promotions and other opportunities, like regional campaigns for Earth Day, Clean Air month (May), Spare the Air, Bike to Work; plus a more proactive outreach approach to interested employers.

A kick-off breakfast is being planned to be held in April where employers will be invited to register for the Challenge. The goal for this effort is to engage active participation of 10-15 employers in this campaign.

This initiative/campaign was presented at the Intercity Transit Consortium and the STA TAC Committee meetings in February. Positive feedback and comments were provided to STA staff on this proposed initiative.

Recommendation:

Informational.

Attachment:

- A. SNCI Employer Outreach Initiative Draft

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SNCI 2007
Draft
Employer Outreach Initiative
“Solano Employer Commute Challenge”

Background

For many years, the Solano Transportation Authority's (STA) Solano Napa Commuter Information (SNCI) program has been offering a variety of services to assist and encourage commuters to use alternatives to driving alone to work. All alternative modes are promoted (carpool, vanpool, bus, ferry, train, bicycling, and others) through a variety of means and services. A wide-range of vanpool support services are offered as well as vanpool and bicycle incentives. Outreach is conducted to the general public and to local employers as well. A new Emergency Ride Home (ERH) was implemented last year for Solano employers. Promotional campaigns, such as Bike to Work Week and Rideshare Thursday, are designed, coordinated and implemented to motivate the general public and local employers and their employees to try alternative modes.

SNCI has been offering a wide range of services to employers and ultimately to their employees. These include free campaign materials and incentives, employee surveying and reporting, employee density maps, commuter information display racks, events, and more. The purpose is to assist employers help their employees reduce the drive-alone commuting. This may be necessary due to lack of parking, stressful commutes, relocations, lack of reliable transportation, costliness of driving alone, or concern for the environment.

Goals

This new Employer Outreach Initiative proposes to increase the public and business community involvement with these services. This would be accomplished through a specific new employer campaign as well as taking advantage of opportunities that complement the goals of this Initiative.

The proposed new employer campaign is tentatively named the “Solano Employer Commute Challenge.” Through the use of employer and employee incentives, this campaign will challenge participants to regularly use non-drive alone alternatives. Prizes would be awarded to the winning company(ies). More specifically, the goal is to engage active participation of 10-15 employers in this campaign. The ultimate goal is to increase and sustain employee use of alternative transportation.

To support the Solano Employer Commute Challenge, SNCI staff will maximize complementary promotional and other opportunities. Regional campaigns such as Earth Day, Clean Air Month (May) Spare the Air, Bike to Work, and others offer messages that support the kick-off and on-going message and intent of the Solano Employer Commute Challenge. In addition, more proactive outreach will be targeted at those employers likely to participate. Alternative mode products and services will be directly promoted to employers and tied into

the campaign. The goal will be to deliver a message, service, or product at least monthly to Solano employers that will assist their employees use commute alternatives.

Partners

SolanoEDC, Chambers of Commerce, and other business entities will be asked to provide input on the Employer Outreach Initiative. Staff will meet with these entities to solicit their input on the proposed campaign and welcome their insights on prioritizing employers to focus upon. STA would be particularly interested in receiving assistance in engaging top management involvement and support for the Solano Employer Commute Challenge. Historically, the more successful employer programs have strong support from upper management.

Public agency input would be sought through the STA's Consortium, TAC, and Board.

Communications

As the Solano Employer Commute Challenge is targeting primarily Solano employers, communication strategies will directly focus on delivering the message to employers rather than the general public. A breakfast meeting is proposed to kick-off the campaign and to encourage early participation and registration at the employer level. Following the kick-off, communication with employers will include direct mailing, email, introductory and follow-up calls, employer events, and employer services website enhancements on the STA website. Existing services and products will be made available to support employers. Collateral materials will be developed for the Solano Employer Commute Challenge campaign. Materials from complimentary campaigns will also be used. Progress and success stories will take advantage of momentum throughout the campaign. Communications through Chamber resources will be discussed in initial meetings.

Solano Employer Commute Challenge Description and Schedule

A kick-off breakfast would be held in April where employers will be encouraged to register by May. Earth Day is in April and May is Clean Air Month. Bike to Work Day is also in May. These provide excellent opportunities for employers to kick-start their employee registration. Incentives may be offered to encourage early employer registration. Employers and employees could continue to register throughout the four-month campaign period. At the end of the campaign, employers and employees would receive rewards reflecting their employees' level of alternative mode usage. This would occur in the September/October period, which falls at the end of the summer Spare the Air season.

Evaluation:

At the end of the four-month Solano Employer Commute Campaign, the campaign will be evaluated. A report will be prepared to identify if the goals were and to what degree achieved. The campaign will also be analyzed to determine its strengths and weaknesses. These will be used to determine the value and design of future Solano Employer Commute Campaigns.



DATE: March 8, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: 2007 Congestion Management Program (CMP) Update Schedule

Background:

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed the CMP standards, based on the STA's Traffic Forecasting Model, are required to create a deficiency plan to meet the CMP standards within the seven-year time frame of the CIP.

In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) reviews the Bay Area's CMPs for consistency every two years. The STA Board approved Solano County's current Congestion Management Plan (CMP) in October 2005.

Discussion:

The STA is preparing to update the 2007 CMP with assistance from the STA Technical Advisory Committee (TAC) and the Solanolinks Consortium. The following is a list of proposed dates for the development of the 2007 CMP, with a deadline to submit the final CMP to MTC in October 2007:

- | | |
|-------------------|---|
| February 1, 2007 | Begin drafting the 2007 CMP |
| February 28, 2007 | Issue Request for 2007 LOS calculations and other necessary documentation |
| | <u>Begin reviewing CMP elements:</u> |
| | Capital Improvement Plan |
| | Performance Measures (LOS & Transit standards) |
| | Land Use element |
| | Trip Reduction and Travel Demand element |

June 1, 2007	<u>Due to STA:</u> 2007 LOS calculations and other necessary documentation. Comments on CMP elements
June 27, 2007	TAC recommends approval of Draft 2007 CMP
July 11, 2007	STA Board approves Draft of 2007 CMP
Late July	Draft CMP due to MTC
August - September	MTC reviews Draft CMP for consistency with 2007 RTP and makes recommendations for final CMP approval
September 26, 2007	TAC recommends approval of Final 2007 CMP
October 10, 2007	STA Board approves 2007 CMP
Late October	Final CMP due to MTC

STA staff has requested member agencies submit current LOS calculations for those portions of the CMP network or intersections in their jurisdiction, by June 1, 2007. These LOS calculations should be based on traffic counts conducted March through May 2007.

During the month of April, STA will directly contact member agencies' staff to discuss a more detailed list of required documentation and information needed to develop the Draft 2007 CMP.

Recommendation:
Informational.

Attachments:

- A. 2005 CMP LOS Inventory of Solano County Congestion Management System
- B. 2005 CMP LOS Report Form

2005 CMP LOS Inventory

2005 CMP System LOS Inventory								
Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)			
					1999	2001	2003	2005
STATE ROADWAY								
I-80	0	0.933	Solano County	F	D	D	D	E
I-80	0.933	1.114	Vallejo	F	F	F	E*	E*
I-80	1.114	4.432	Vallejo	F	F	F	D*	D*
I-80	4.432	6.814	Vallejo	F	C	F	D*	D*
I-80	8.004	10.015	Solano County	E	D	D	D	D
I-80	10.015	11.976	Fairfield	E	C	C	D*	C
I-80	11.976	12.408	Fairfield	E	D	D	D*	E
I-80	12.408	13.76	Fairfield	F	F	F	D*	F
I-80	13.76	15.57	Fairfield	F	F	F	D*	F
I-80	15.57	17.217	Fairfield	F	F	F	E*	E
I-80	17.217	21.043	Fairfield	F	F	F	E*	F
I-80	21.043	23.034	Fairfield	F	D	D	D*	E
I-80	23.034	24.08	Vacaville	E	E	E	E	D
I-80	24.08	28.359	Vacaville	F	D	D	D	D
I-80	28.359	32.691	Vacaville	F	C	D	D	C
I-80	32.691	35.547	Vacaville	F	D	E	E	D
I-80	35.547	38.21	Solano County	F	D	D	D	E
I-80	38.21	42.53	Dixon	E	C	C	C*	C*
I-80	42.53	44.72	Solano County	E	D	D	C	D
I-505	0	3.075	Vacaville	E	B	B	D	B
I-505	3.075	10.626	Solano County	E	A	A	A	B
I-680	0	0.679	Solano County	F	F	F	F	F
I-680	0.679	2.819	Benicia	E	C	C	B*	B*
I-680	2.819	8.315	Solano County	E	C	C	C	D
I-680	8.315	13.126	Fairfield	E	C	C	***	D
I-780	0.682	7.186	Benicia	E	C	C	C*	C*
SR 12	0	2.794	Solano County	F	C	C	F	F
SR 12	1.801	3.213	Fairfield	E	B	B	B*	B
SR 12	3.213	5.15	Suisun City	F	B	B	B**	B
SR 12	5.15	7.7	Suisun City	F	B	B	B**	B**
SR 12	7.7	13.625	Solano County	E	B	B	B	B
SR 12	13.625	20.68	Solano County	F	B	B	B	B
SR 12	20.68	26.41	Rio Vista	E	E	E	E**	E**
SR 29	0	2.066	Vallejo	E	A	A	A*	A*
SR 29	2.066	4.725	Vallejo	E	B	B	B*	B*
SR 29	4.725	5.955	Vallejo	E	C	C	C*	C*
SR 37	0	6.067	Vallejo	F	B	C	C*	C*
SR 37	6.067	8.312	Vallejo	E	D	B	B*	B*
SR 37	8.312	10.96	Vallejo	F	F	F	F*	F*
SR 37	10.96	12.01	Vallejo	F	F	F	F*	F*
SR 84	0.134	13.772	Solano County	E	C	C	C	C
SR 113	0	8.04	Solano County	E	B	B	B	B
SR 113	8.04	18.56	Solano County	E	B	B	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study				RED: Roadway at LOS F				
** SR 12 MIS 2001				GREEN: LOS is two levels higher than LOS standard				
*** TBD								

2005 CMP System LOS Inventory (continued)

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)			
					1999	2001	2003	2005
LOCAL ROADWAY								
SR 113	18.56	19.637	Dixon	F	F	F	F	***
SR 113	19.637	21.24	Dixon	F	F	F	F	***
SR 113	21.24	22.45	Solano County	E	C	C	C	C
SR 128	0	0.754	Solano County	E	C	C	C	C
SR 220	0	3.2	Solano County	E	C	C	C	C
Military East			Benicia	E	***	***	***	C
Military West	W. 3rd	W. 5 th	Benicia	E	B	B	***	A
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	E	***	***	***	***
Peabody Road	FF C/L	VV C/L	Solano County	E	D	D	E	D
Peabody Road	VV C/L	California	Vacaville	E	B	A	A	D
Walters Road	Petersen	Bella Vista	Suisun City	E	B	B	***	***
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	C
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	B	C
Vanden Road	Peabody	Leisure Town	Solano County	D	***	B	B	B
Tennessee St	Mare Island Way	I-80	Vallejo	E	***	***	***	***
Curtola Parkway	Lemon St	Maine St	Vallejo	E	***	***	***	***
Mare Island Way	Main St	Tennessee St	Vallejo	F	***	***	***	***
INTERSECTION								
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E	***	E	***	B
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	A
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	B
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	C
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study				RED: Roadway at LOS F				
** SR 12 MIS 2001				GREEN: LOS is two levels higher than LOS standard				
*** TBD								

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DATE: March 5, 2007
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Corridor Studies Status Report:
1.) State Route (SR) 113 Major Investment & Corridor Study
2.) North Connector Transportation for Livable Communities (TLC)
Corridor Concept Plan
3.) Jepson Parkway Concept Plan
4.) I-80/I-680/I-780 Corridors Highway Operations Implementation
Plan
5.) SR 12 Major Investment and Corridor Study Update

Background:

The STA has completed Major Investment Studies for the I-80/I-680/I-780 freeway corridors throughout Solano County and SR 12 highway corridor between I-80 and the Rio Vista Bridge at the Sacramento/Solano County Line. In addition to freeway and highway corridors, the STA has completed a Transportation for Livable Communities (TLC) corridor concept plan for the Jepson Parkway and has recently begun a similar plan for the North Connector Project. These corridor studies/plans were funded through a variety of Federal, State and local fund sources.

Discussion:

The following provides an update to current and planned corridor studies in Solano County:

1.) SR 113 Major Investment & Corridor Study

This study will investigate opportunities for short, medium, and long term improvements (safety and congestion) for the SR 113 corridor between SR 12 and I-80 at the Yolo/Solano County Line. Five distinct segments will be analyzed including a potential relocation segment of SR 113 through the City of Dixon. A toll lane feasibility analysis as funding option for future SR 113 improvements will also be conducted as part of this study. STA staff has finalized the contract with the selected consultant (Kimley Horn and Associates), and held a project kick-off meeting with Kimley Horn and Associates on March 9, 2007. A meeting with stakeholder staff (i.e. City of Dixon, Solano County, Caltrans and others) and the consultant is planned for late March/early April; a follow-up public stakeholder meeting has not yet been scheduled. This project is funded through a Federal Partnership Planning Grant from Caltrans and local match provided by Solano County, the City of Dixon, and the STA. Funding requests have been sent to the participating agencies.

2.) *North Connector TLC Corridor Concept Plan*

This corridor concept plan is related to the I-80/I-680/I-780 Interchange's North Connector Project. The plan area encompasses the planned North Connector roadway segments between Abernathy Road and Jameson Canyon. The primary purpose of this plan is to develop design improvements with Transportation for Livable Communities (TLC) concepts, which include alternative modes connections to residential, employment and retail land uses throughout the corridor. The planning and engineering firm, ARUP, was selected to assist in the development of the plan. ARUP and STA staff met on March 1st with the North Connector TLC Technical Advisory Committee (TAC) to discuss the project's draft goals and objectives, potential opportunities and constraints, and draft design concepts. Recommendations from the North Connector TLC TAC were subsequently presented to the Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) on March 8th. With guidance from the TAC and BAC/PAC meetings, a public input event will be held within the project area in late March or early April 2007. This project is funded by TLC planning funds.

3.) *Jepson Parkway Concept Plan*

The original Jepson Parkway Concept Plan was completed in May 2000. The Plan's primary purpose is to improve local traffic and encourage a linkage between transportation/land use between the cities of Fairfield, Suisun City, Vacaville and the County of Solano. Segments along the Jepson Parkway are in different stages of completion. Suisun City's segment (Walter's Road) and portions of Vacaville's segment (Leisure Town Interchange) are complete. The STA is currently the lead for completing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the remainder of the corridor. The Draft EIR/EIS is expected to be circulated for public comment in Summer 2007. STA staff is proposing to include the Jepson Parkway Concept Plan update as part of the STA's overall workplan for FY 2007-08. Ideas from the North Connector TLC plan will be examined for their applicability to the Jepson Parkway plan. Funding for the Concept Plan update is proposed to be funded by T-Plus funds in FY 2007-08.

4.) *I-80/I-680/I-780 Corridors Highway Operations Implementation Plan*

This project is considered as Phase 2 to the original I-80/I-680/I-780 Major Investment and Corridor Study completed in July 2004. The primary focus of this study is to develop operational improvements related to Intelligent Transportation Systems (ITS) technology, ramp metering, High Occupancy Vehicle (HOV) lanes and other facility improvements such as landscaping and hardscape designs. STA staff has submitted a grant proposal for Caltrans' Partnership Planning Grant Program. Caltrans is expected to notify successful grant applicants by May 2007. If the STA is successful in obtaining grant funding, STA will begin the project in FY 2007-08.

5.) *SR 12 Major Investment and Corridor Study*

The Major Investment Study (MIS) for State Route 12 was completed in 2001. This study evaluated the SR 12 corridor and identified a number of projects to improve the safety, capacity and effectiveness of this major goods movement and traffic corridor.

In December 2005, the STA followed up with the MIS by completing an operational strategy with a refined prioritization of capital improvement projects. However, Caltrans recommended that a more comprehensive traffic forecasting and operational analysis be conducted before they can concur with the suggested order of improvements identified in this latest effort. Although SR 12 has always been a priority of the STA, more recent tragic events compelled the STA Board to develop immediate strategies to improve the safety of the SR 12 corridor. The first meeting of the SR12 to discuss new enforcement, legislative/funding, educational and engineering responses was held on March 1, 2007 at the City of Suisun City Hall. The next meeting is scheduled for May 3, 2007. STA staff will have community outreach materials developed and available before that meeting.

Recommendation:

Informational.

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DATE: March 1, 2007
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Draft Business Plan Update Fiscal Year (FY) 2007-08 and
FY 2008-09 for the Capitol Corridor and Public Workshops

Background:

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

The CCJPA is governed by a 16-member Board. The members representing the STA are Supervisor Jim Spering and Mayor Mary Ann Courville, with Mayor Len Augustine serving as the STA Board alternate. STA staff serves on the Capitol Corridor Staff Coordinating Group (SCG), along with staff from the other five member agencies: Placer County Transportation Planning Agency (PCTPA), Yolo County Transportation District (YCTD), Sacramento Regional Transit District (Sac RT), San Francisco Bay Area Rapid Transit District (BART) and Santa Clara Valley Transportation Authority (VTA).

Discussion:

The Board of Directors of the CCJPA released its Draft Business Plan Update for FY 2007-08 and FY 2008-09 for public review and comment on February 23, 2007 (Attachment A). Comments on the plan are due on March 14, 2007, and can be submitted via the CCJPA website at www.capitolcorridor.org or by mail to the CCJPA. The CCJPA Board will consider the plan update at its next meeting of March 21, 2007.

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

- ✓ Maintains the current 32-weekday-train service plan (16 daily roundtrips) for FY 2007-08 and FY 2008-09 with no increase in State budget funds;
- ✓ Assumes annual allocation of operating funds from the State will fund the current service plan for FY 2007-08 and FY 2008-09;
- ✓ Expects that capacity growth for the Capitol Corridor will be primarily in longer trains to ease overcrowding rather than increasing the number of daily trains;

- ✓ Anticipates capital programming capacity available from the 2006 State Transportation Improvement Program (STIP) and the voter-approved Proposition 1A and 1B to fund some or all of the capital projects nominated by the CCJPA including track improvements and purchase of new rolling stock; and
- ✓ Builds on the successes of previous award-winning marketing campaigns to raise awareness of the Capitol Corridor “brand” as a viable transport alternative along the Northern California’s congested highway corridors and focuses on directives set forth in the CCJPA Board’s 2005 updated Vision Plan.

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

DATE	LOCATION	TRAIN NUMBER	TIME
March 6:	Capitol Corridor Train	Train 536 - Car #1	Richmond to Davis. Sacramento to Auburn
	Capitol Corridor Train	Train 547 - Car #1	Sacramento to Martinez
	Capitol Corridor Train	Train 540 - Car #1	Oakland to Sacramento
March 7:	Capitol Corridor Train	Train 543 - Car #1	Sacramento to Richmond
	Capitol Corridor Train	Train 538 - Car #1	Oakland to Sacramento
	Capitol Corridor Train	Train 544 - Car #1	Oakland to Martinez
	<i>Office: Oakland, CA – 300 Lakeside Drive – 14th Floor, Main Conference Room</i>		<i>5 PM to 6 PM</i>
March 8:	Capitol Corridor Train	Train 542 - Car #1	San Jose to Oakland Richmond to Martinez
	Capitol Corridor Train	Train 545 - Car #1	Sacramento to Oakland

A mid-year recap reveals that the revenue-to-cost ratio is well above last year’s record high (46%), and this year will likely be 50% or better. CCJPA was at 29.8% recovery just before entering into its first Amtrak agreement in October 1998, and had only 8 daily trains on the line. Since the increase from 24 to 32 daily weekday trains in late summer of 2006, October, November and December were each up 10% in passengers and an average of 19% in revenue. January made four straight months of record growth in both ridership and revenue.

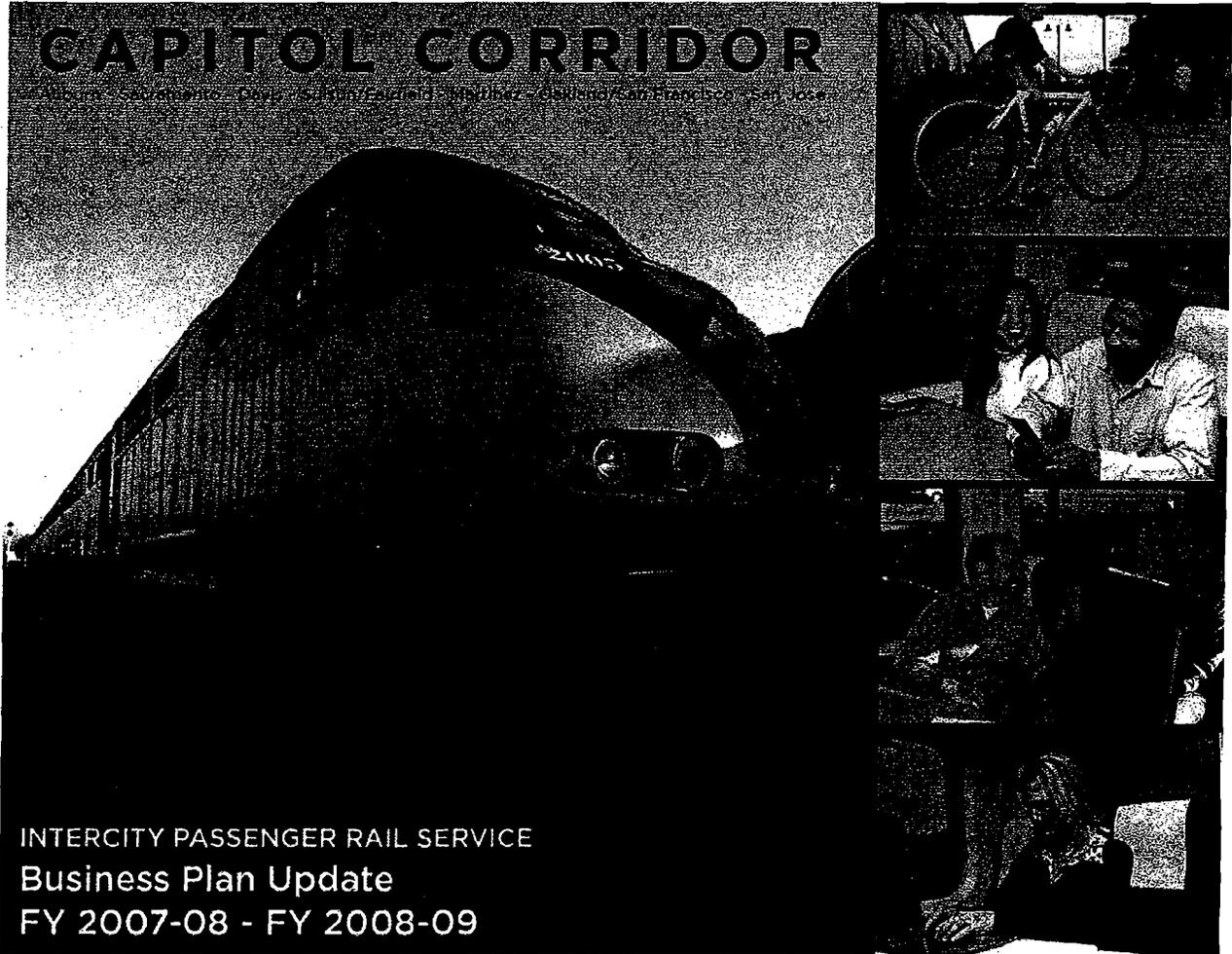
Planned track work on the Union Pacific Railroad line has likely had a negative impact on on-time performance during January and February. The work is scheduled to continue through the beginning of March, after which time the CCJPA anticipates increased ridership and on-time reliability.

Recommendation:

Informational.

Attachment:

- A. Draft Business Plan Update FY 2007-08 and FY 2008-09 for the Capitol Corridor Joint Powers Authority



Prepared by
Capitol Corridor Joint Powers Authority

Prepared for
State of California
Business, Transportation and Housing Agency
DRAFT: February 2007



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Executive Summary

Introduction. This Business Plan Update presents an overview of the Capitol Corridor Joint Powers Authority’s (CCJPA’s) strategic plan and funding request for the next two fiscal years (FY 2007-08 and FY 2008-09), to be submitted to the Secretary of the Business, Transportation and Housing Agency (BT&H) in April 2007. This Business Plan Update identifies the service and capital improvements that have contributed to the Capitol Corridor’s growth over the past eight years, and incorporates customer input as put forth in Chapter 263 of State Law.

In FY 2006-07, the CCJPA expanded service to 32 weekday trains between Sacramento and Oakland, and 14 daily trains between Oakland and San Jose. This significant milestone was accomplished with no increase in State funding.

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

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

As administrator of the service, the CCJPA’s primary focus is the continuous improvement of the Capitol Corridor train service through effective cost management, revenue enhancement, and customer-focused delivery of a safe, frequent, reliable, and environmentally friendly transportation alternative to the congested I-80, I-680, and I-880 highway corridors.

History. The Capitol Corridor service began in December 1991 with six daily trains between San Jose and Sacramento. The CCJPA assumed management responsibility for the service in October 1998; since then it has grown to become the third busiest intercity passenger rail service in the nation. In April 2001, the CCJPA expanded service to 18 daily trains using six trainsets in the State-owned Northern California fleet (Capitol Corridor and San Joaquin services). In FY 2002-03, using seven trainsets and the same operating budget for 18 daily trains, service was increased three times to bring the frequency up to 24 weekday trains by April 2003. In August 2006, the CCJPA expanded service to 32 weekday trains between Sacramento and Oakland, and 14 daily trains between Oakland and San Jose using the same fleet of trains providing the 24 weekday train frequency. Once again, this expansion was accomplished with no increase in State budget by reallocating funds and cost effectively making service changes.

Operating Plan. With the implementation of the August 2006 service expansion the CCJPA has reached its capacity with respect to use of rolling stock and service frequency along the route. As such, it is expected that the annual allocation of operating funds from the State of California will support the current service plan for FY 2007-08 and FY 2008-09. Anticipated CCJPA operating plan and expenses are as follows:

Capitol Corridor Service	FY 2007-08	FY 2008-09
Oakland – Sacramento	32 weekday trains (22 weekend)	32 weekday trains (22 weekend)
Oakland – San Jose	14 daily trains	14 daily trains
Sacramento – Roseville	Up to 6 daily trains	Up to 6 daily trains
Roseville – Auburn	Up to 4 daily trains	Up to 4 daily trains
Total Budget (Operations, Marketing & Administration)	\$26,209,000	\$26,248,000

Performance Standards. In April 2005 the CCJPA Board updated its Vision Plan, which established standards for the Capitol Corridor in usage (ridership), cost efficiency (system operating ratio), and reliability (on-time performance), and strengthened partnerships with the service operators – Amtrak and the Union Pacific Railroad (UPRR).

- Ridership grew 1.1% in FY 2005-06; to date, FY 2006-07 ridership is 10.2% above last year.

Capitol Corridor Service FY 2007-08–FY 2008-09 Business Plan Update (Draft February 2007)

- Revenue grew 5.5% during FY 2005-06; to date, FY 2006-07 revenue is up 17.5%.
- System operating ratio (a.k.a. farebox return) improved to 46% in FY 2005-06; to date, the FY 2006-07 operating ratio is 47%.
- On-time performance (OTP) slipped to 73% in FY 2005-06 due to service disruptions and delays caused by weather, rail congestion, and construction work; to date, FY 2006-07 OTP is a sub-standard 72.3%.

The CCJPA develops performance standards in partnership with the State and Amtrak. The table below summarizes the standards and results for FY 2005-06 and FY 2006-07 (through January 2007) as well as the standards for the next two fiscal years (see Appendix C):

Performance Standard	FY 05-06			FY 06-07			FY 07-08	FY 08-09
	Actual	Standard	Variance	Actual	Standard	Variance	Standard	Standard
Route Ridership	1,273,632	1,251,200	1.8%	350,650 (through 12/06)	377,500 (through 12/06)	(7.1%)	1,511,100	1,556,400
System Operating Ratio (train and feeder bus)	46%	43%	2.9%	47% (through 12/06)	51%	(7.8%)	49%	51%
On-time performance	73%	80%	(7.7%)	72.3% (through 12/06)	80%	(7.7%)	80%	80%

Capital Improvement Program. The CCJPA’s Capital Improvement Program (CIP) is consistent with the Regional Transportation Plans (RTPs) adopted by the San Francisco Bay Area Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), Placer County Transportation Planning Agency (PCTPA), Caltrans’ 10-Year Statewide Rail Plan, and Amtrak’s Strategic Corridors Initiative. This CIP expands beyond the CCJPA’s current investment of \$108 million in track and station projects, completed,

With the passage of Propositions 1A and 1B in November 2006, the CCJPA will be eligible for new capital funding that will help address the recent decline in on-time performance due to limited track capacity and train congestion.

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

Limited 2006 State Transportation Improvement Program (STIP) funds as well as the passage of Propositions 1A and 1B will provide capital funding to the CCJPA. These funds will help address the track capacity limitations that continue to affect on-time performance, and allow the acquisition of new

rolling stock which will provide additional seating to maximize the potential of the August 2006 service expansion.

Marketing Strategies. The CCJPA’s marketing strategies for FY 2007-08 and FY 2008-09 will focus on directives set forth in the updated Vision Plan to enhance awareness of the Capitol Corridor brand. Marketing programs and campaigns will target markets where we have available seating capacity, improve transit connections, leverage strategic partnerships, and enhance customer service and amenities to attract and retain loyal riders.

Action Plan. The CCJPA’s Business Plan for the service will focus on improving the passenger experience to attract and retain loyal, frequent riders. Priority one is improved reliability, followed by enhanced conveniences and security measures such as improved ticket vending machines; an on-board Automated Ticket Validation (ATV) pilot program; on-board wireless internet access for passenger and operational applications; and security cameras on trains and at stations. This annual Business Plan Update outlines steps to deliver a cost-effective Capitol Corridor service while increasing ridership, revenue, and customer satisfaction through its partnerships with passengers, local communities, UPRR, Amtrak, and the State of California.

1. Introduction

This Business Plan Update modifies the Capitol Corridor Joint Powers Authority's (CCJPA's) Business Plan Update submitted to the Secretary of the Business, Transportation and Housing Agency (BT&H) each April. The CCJPA's goal is to maintain Capitol Corridor service levels at 32 weekday (22 weekend) trains between Sacramento and Oakland, and 14 daily trains between Oakland and San Jose in FY 2007-08 and 2008-09. This Business Plan Update identifies the service and capital improvements that have contributed to the Capitol Corridor's growth over the past eight years. It also incorporates customer input as put forth in Chapter 263 of State Law that allowed for the transfer of the Capitol Corridor service to the CCJPA on July 1, 1998.

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

The CCJPA's goal is to maintain Capitol Corridor service levels at 32 weekday trains between Sacramento and Oakland, and 14 daily trains between Oakland and San Jose in FY 2007-08 and 2008-09.

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

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

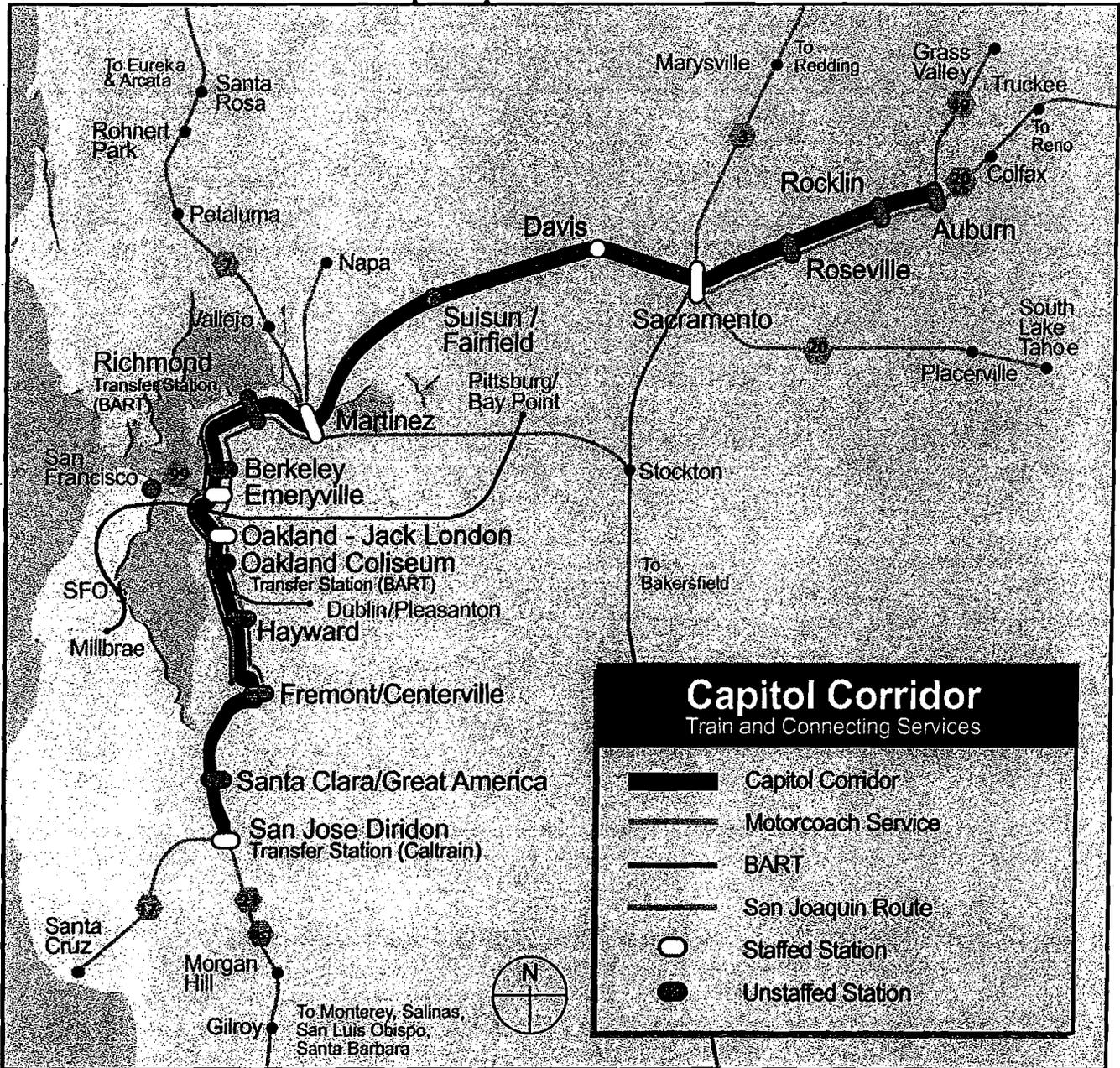
Ex-officio members of the CCJPA include the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), the Metropolitan Planning Organizations (MPOs) along the route.

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

Presently, the Capitol Corridor serves 16 stations along the 170-mile rail corridor connecting Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco (motorcoach), and Santa Clara Counties. The train service parallels the I-80/I-680 highway corridor between Sacramento and Oakland, and I-880 between Oakland and San Jose. In addition, the Capitol Corridor connects outlying communities to the train service via a dedicated motorcoach bus network and partnerships with local transit agencies that assist passengers traveling to destinations beyond the train station.

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

Figure 1-1
Map of Capitol Corridor Service Area



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

2. Historical Performance of the Service

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

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

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

3. Operating Plan and Strategies

The CCJPA aims to meet the travel and transportation needs of Northern Californians by providing safe, frequent, reliable, and environmentally friendly Capitol Corridor intercity train service. In response to growing demand, the CCJPA expanded service in October 2002, January

Along with improved cost efficiency, the Capitol Corridor continues to sustain ridership growth, which has increased 175% over the past eight years.

2003, and April 2003 to achieve a schedule of 24 weekday trains between Sacramento and Oakland, using the same State budget allocated for 18 daily trains. In August 2006, once again with a flat budget allocation, the CCJPA increased service to 32 weekday (22 weekend) trains between Sacramento and Oakland, and 14 daily trains between Oakland and San Jose. This expansion was made possible with the completion of Phase 1 of the Oakland to San Jose track improvements and the Yolo Causeway second main track (completed in February 2004). Together, these projects also contributed to a 10-minute

reduction in travel time between Sacramento and Oakland. These improvements allowed the Capitol Corridor to sustain its ridership growth, which nearly tripled over eight years. The August 2006 service expansion also represents a major step toward the CCJPA's goal of providing hourly train service, which will require additional rolling stock and further track capacity improvements (see Section 7).

To supplement the train service, the Capitol Corridor provides dedicated motorcoach bus connections to communities south of San Jose and east of Sacramento. In addition, the CCJPA works with its partners and local transit agencies to offer expanded options for transit connections throughout the corridor. Currently, the train service connects with the BART rapid transit system at the Richmond and Oakland Coliseum stations; with Caltrain service (Gilroy – San Jose – San Francisco) at San Jose Diridon station; with the Altamont Commuter Express service (Stockton – San Jose) at the Fremont/Centerville, Great America/Santa Clara, and San Jose Diridon stations; with VTA light rail at Great America and San Jose Diridon station; and with Sacramento RT light rail at Sacramento station (as of December 2006). Together with these local transit systems, the Capitol Corridor covers the second largest urban service area in the Western United States.

The CCJPA offers several programs to enhance transit connectivity. BART tickets are sold at a 20% discount on board the Capitol Corridor trains to facilitate transfers to BART at the Richmond and Oakland Coliseum stations. The Transit Transfer Program allows Capitol Corridor passengers to transfer free of charge to participating local transit services, including AC Transit, Sacramento RT, Rio Vista, E-Tran (Elk Grove), Yolobus, Unitrans, County Connection (Martinez), Santa Clara VTA, Suisun-Fairfield Transit, Benicia Transit, and WestCAT. The CCJPA reimburses the transit agencies for each transfer collected as part of our operating expenses.

New partnerships with Gold Country Stage, Monterey-Salinas Transit, and Santa Cruz Metro have expanded transportation choices even further. In August 2006, the CCJPA added Monterey-Salinas Transit (MST) Route 55 (Monterey – Gilroy – San Jose) as a CCJPA-supported, local

transit service to reintroduce connecting bus service between Monterey and San Jose, with stops in Gilroy and Morgan Hill supported by Santa Clara VTA.

However, some motorcoach bus routes operating between Sacramento and Reno and South Lake Tahoe have been scaled back due to low use and resulting high costs. The CCJPA will continue to explore ways to preserve these routes within budget constraints.

FY 2006-07. The CCJPA's train operating plan for the current fiscal year is as follows:

- Oakland – Sacramento: 32 weekday trains (22 weekend trains)
- Oakland – San Jose: 14 daily trains
- Sacramento – Roseville – Auburn: 2 daily trains (Service plan can support 6 daily trains to/from Roseville and 4 daily trains to/from Auburn. Expansion of trains to Placer County is contingent upon securing approval from UPRR.)

FY 2007-08. The CCJPA's operating plan for FY 2007-08 will maintain at least the same service levels as FY 2006-07.

FY 2008-09. The CCJPA's operating plan for FY 2008-09 will remain the same as for FY 2007-08. Further expansion of the Capitol Corridor service depends on the acquisition of additional

Capacity increases and further expansion of the Capitol Corridor service depends on the acquisition of additional rolling stock and further track capacity enhancements on Union Pacific Railroad.

rolling stock. Design plans for expansion of the Northern California fleet (which includes San Joaquin Corridor trains) are nearly complete which will allow the addition of cars and coaches to existing trainsets to ease overcrowding. The new rolling stock is expected to be delivered within the next three to four years once a manufacturer has been selected.

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

The CCJPA has developed a Capital Improvement Program (CIP) in partnership with the UPRR, Amtrak, and the State of California, which will be used to steadily improve the Capitol Corridor's reliability, travel time, and on-time performance. The CIP includes projects that have been completed or are currently underway. Since the inception of the Capitol Corridor service, over \$736 million (a mixture of funding sources) has been invested to build and renovate stations, upgrade track and signal systems for added trains, improve capacity and construct train maintenance and layover/storage facilities. A list of CIP projects that have been completed or are currently underway is included in Appendix B.

The CIP aims to increase train reliability while reducing travel times by investing in projects designed to improve the conditions caused by growing freight and passenger rail traffic. The primary funding sources for capital projects have been and will be the State general obligation bonds (Propositions 108, 116, 1A, and 1B) and the State Transportation Improvement Program (STIP), a biennial transportation funding program. Special programs or direct project allocations from the State, such as the Traffic Congestion Relief Program (TCRP), or regional funds, such as Bay Area Regional Measure 2 (RM-2), have periodically supplemented these sources.

The CCJPA has secured \$108 million for projects that are either recently completed, currently underway, or have funding committed to them. The direct benefits of these projects include recently added Capitol Corridor trains, some improvement on-time performance, reduced travel times, and enhanced passenger amenities. Indirect benefits of the CIP include reduced congestion, improved air quality, and increased capacity for the movement of goods and services on the shared freight rail corridor. Table 4-1 provides a summary and status report on these projects.

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

Projects Underway	Budget (\$M)	Status
Yolo Causeway Double Track: Add 6 miles of second main line track over Yolo Bypass flood channel. Project eliminated single largest rail bottleneck in corridor and has improved reliability and reduced travel time between Oakland and Sacramento	\$15.79	Construction complete
Oakland Jack London – Elmhurst Track Improvements: Install central traffic control signaling system to increase speeds and add track and bridges to support the Oakland Coliseum Intermodal Station	\$14.22	Construction complete
Track upgrades in Berkeley, Emeryville, Hayward, Fairfield, and Santa Clara/ San Jose: Various projects that upgrade track conditions to improve reliability and passenger safety	\$1.45	Construction complete
CP Coast Double Track: Add second main line track through UPRR/Caltrain junction to add capacity for Capitol Corridor and freight trains	\$21.82	Construction complete
Newark Siding Extension Double Track: Extend and upgrade siding to main line standards to add trains to San Jose	\$21.60	Construction complete
CCJPA Security Improvement Program Phase I: Create secure layover facilities at Auburn and Sacramento with lighting, cameras, fencing, and security personnel. Provide emergency solar-powered cellular call boxes at selected unstaffed stations	\$0.33	Construction complete
Richmond Intermediate Signal: Install an intermediate signal and associated equipment south of the Richmond Intermodal Station to allow passenger trains to operate at faster speeds between Berkeley and Richmond	\$0.28	Construction complete
Great America Intermediate Signal: Install an intermediate signal and associated equipment to allow faster speeds between San Jose and Great America/Santa Clara	\$0.33	Construction complete
Automated Ticket Validation Program: Introduce handheld computer units that automatically perform ticket validation and sales on Capitol Corridor trains. Conductors will be provided with units on the Capitol Corridor trains as a pilot program in partnership with Amtrak, Caltrans, and federal law enforcement agencies	\$0.75	Design plans complete. Testing of first phase scheduled for Summer 2007
Outdoor Ticket Vending Machines: Addition of outdoor ticket vending machines at all stations	\$0.39	Design plans complete. Installation scheduled for Spring 2007
On Board Security Cameras: Purchase and install wi-fi enabled security cameras on all 92 vehicles in the Northern California intercity passenger rail fleet	\$0.67	Cameras purchased in Fall 2006. Installation to be phased in during FY 2007
Subtotal – Projects Underway	\$77.63	
Committed Programming		
Sacramento – Roseville Track Improvements: Add track and related infrastructure between Sacramento and UPRR’s Roseville Yard, for near-term expansion of Capitol Corridor trains to Roseville and Auburn	\$7.28	Design plans under review
Bahia – Benicia Crossover Project: Install a universal crossover in the Bahia – Benicia area to facilitate switching and increase capacity	\$2.75	Primarily financed with Bay Area Regional Measure 2 (RM-2) funds; construction dependent upon allocation of RM-2 and a portion of reprogrammed 2002 STIP funds
San Jose 4th Track Phase I: Add 4th main line track between Santa Clara and San Jose to accommodate more Caltrain, ACE, and Capitol Corridor trains	\$20.00	Design plans 75% complete; construction dependent upon anticipated allocations in 2007 and 2008
Subtotal – Committed Programming	\$30.03	
TOTAL SECURED FUNDING	\$107.66	

Recent Station Improvements

- In Rocklin, construction of the new station building was completed by the City of Rocklin.
- In Sacramento, a new bus turnaround was constructed in conjunction with the extension of Sacramento RT light rail service to the station in December 2006. A city satellite parking garage was made available with reduced parking rates for frequent train riders.

Short-Term Capital Improvements (FY 2007-08)

The 2006 STIP program provided a lower level of funding than the CCJPA had anticipated. As a result, only one project – a \$2 million capitalized track maintenance program – was able to be funded. The funding outlook for the 2008 STIP is unclear but it could be more extensive due to the passage of Proposition 1A in November 2006. Proposition 1A closes a loophole in

Proposition 42 that allowed the State to divert funds originally reserved for transportation projects to other areas to balance the budget. This corrective step should help fulfill the original intent of Proposition 42, which was to provide added funding support to the bi-annual STIP.

The proposed FY 2007-08 State budget at this time, however, would divert virtually all of these added funds to school bus transportation (previously financed through the State's General Fund) and debt service on the highway bonds. We will not know the outcome of near term capital investment funds for the Capitol Corridor until there is an adopted and signed-by-the-Governor State Budget.

The most significant potential capital funding source for the next several years is the Proposition 1B State Transportation Bond measure approved by voters in November 2006. This bond measure includes several sub-components that could enhance various aspects of the Capitol Corridor service, such as \$400 million in capital funds for California's Intercity Rail program. Of this amount, at least \$125 million is set aside for additional rolling stock for the Capitol Corridor, San Joaquin, and Pacific Surfliner services. Caltrans expects that at least 24 new coaches, cab/baggage cars, and café/diner cars would be purchased for addition to the shared Northern

The passage of Proposition 1A, coupled with the prior passage of Proposition 42, was expected to ensure that the STIP remains the backbone of long-term CIP funds for the Capitol Corridor. Realization of this goal will be determined in the 2007-08 state budget process currently under way.

California fleet (Capitol Corridor and San Joaquin services), 12 cars being assigned to Pacific Surfliner service.. The remainder of the Intercity Rail fund account is expected to be used to support track improvement projects on the three State Intercity Rail Corridors.

Also identified in the voter-approved bond are funds for Trade Corridor/Goods Movement, which are meant to be combined with a matching source of non-State funds to pursue track capacity enhancement projects in corridors that benefit the movement of goods via freight rail. The Capitol Corridor route is a prime candidate for this type of investment as the Union Pacific tracks over which we operate is considered part of the 'Central Corridor' which connects Chicago with the Port of Oakland, and points in between. Currently, the CCJPA is working with the UPRR and the Port of Oakland to identify and develop funding plans for these Trade Corridor improvements. Overall, the programming of each component of Proposition 1B depends on the State determining the bond capacity and sub-program allocations for each fiscal year. Once that step is complete, the California Transportation Commission can approve funding allocations to individual projects within the program.

The Capitol Corridor also has access to capital funds from local sources such as Bay Area Regional Measure 2 (RM-2), passed in March 2004, which approved a \$1 toll increase on State-owned Bay Area bridges. Over the next two to four years, the CCJPA will receive or share as a project partner funding allocations from RM-2 for several projects:

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

The Capitol Corridor Board of Directors recently adopted a preliminary program of capital projects that will add track capacity to improve reliability, reduce travel times, and expand service (pending UPRR negotiation and approval) along the corridor (see Table 4-2). The CCJPA is working with Caltrans, regional agencies, and the UPRR to identify those projects that can be implemented within the next 2-5 years and can provide immediate benefits, namely increased seating capacity, improved reliability, additional trains to San Jose and Placer County, and reduced travel times.

**Table 4-2
CCJPA Board Adopted Program of Capital Improvements**

Project Title	Project Description/Benefits	Project Sponsor	Total Costs (\$M)	I-Bond Request	Local Match	Local/Other Source	Potential CCJPA Prop 1B Funding Sources
CCJPA-Sponsored Projects							
Bahia Crossover Project	Universal crossovers to minimize train meets and improve reliability. Design plans are 75% complete.	CCJPA	\$7.50	\$4.75	\$2.75	RM-2	Trade Corridor; STIP Augment; Transport. Mod./Intercity Rail
Emeryville Station and Track Improvements	Construct platform and track improvements for parallel moves at the north and south approaches of the Station and improve freight rail access into/out of Port of Oakland. Design plans are 90% complete.	CCJPA	\$8.00	\$8.00	\$0.00		Trade Corridor; STIP Augment; Transport. Mod./Intercity Rail
Dumbarton Rail Project/Union City Intermodal Station	In conjunction with Dumbarton Rail project, support Union City Intermodal Station improvements and associated track improvements to allow Capitol Corridor trains to serve the BART station plus reduce travel times and improve reliability. Design plans are 30% complete. Financing plan to resolve funding gap is under discussion/development.	Caltrain/CCJPA	TBD	\$39.00	TBD	RM-2, ITIP, RTIP, local	Trade Corridor; STIP Augment; Local Partnership; Transport. Mod./Intercity Rail
Yolo Causeway Crossovers	West causeway high-speed universal crossovers to minimize train meets and improve reliability. Design plans are 64% complete.	CCJPA	\$6.00	\$6.00	\$0.00		Trade Corridor; STIP Augment; Transport. Mod./Intercity Rail
CP Coast-Great America Double Track Project	Extend 2nd main track from south Santa Clara to Great America Station to allow for added Capitol Corridor trains, reduce travel times, serve Caltrain Downtown Santa Clara Station, and improve reliability. Design plans are 65% complete. Project is included in Governor's Strategic Growth Plan (SGP).	CCJPA/ACE	\$27.00	\$14.50	\$12.50	ACE/San Joaquin County	Trade Corridor; STIP Augment; Transport. Mod./Intercity Rail
Sacramento-Placer County 3rd Main Track Project	Prepare design plans and environmental documents for third main track between Sacramento and Placer County (Roseville/Rocklin) so as to allow additional trains east of Sacramento, improve reliability, reduce travel times, and improve goods movement.	CCJPA	\$11.80	\$5.00	\$6.80	STIP (RTIP/UP)	Trade Corridor; STIP Augment; Local Partnership; Transport. Mod./Intercity Rail
Sacramento Station new platform and grade separation access	In a partnership with the private developer of the UPRR Railyard Project, finance share of improvements to support new grade-separated platforms and track infrastructure as part UPRR's relocation of mainline tracks. Benefits include improved passenger access, upgraded facility to meet existing and future ridership needs, improved reliability, and expedited goods movement.	Amtrak	\$33.40	\$12.00	\$21.40	Private Development	Trade Corridor; STIP Augment; Local Partnership; Transport. Mod./Intercity Rail
Wireless Internet for Fleet	Install wireless internet networks (including camera systems) at stations/facilities and/or on all northern California rail fleet in connection with install internet service for customers on Capitol Corridor and San Joaquin services. Project will also provide improved operational efficiencies and upgraded safety and security measures.	CCJPA	\$3.00	\$1.50	\$1.50	Caltrans	Transit System Safety/ Security; Transport. Mod./Intercity Rail
Martinez-Sacramento Operational Improvements	Add universal crossovers at various locations (to facilitate ability for faster trains to bypass slower trains) and construct sidings/portions of 3rd and 4th main tracks (to increase capacity).	CCJPA	\$50.00	\$25.00	\$25.00	Federal, other	Trade Corridor; STIP Augment; Transport. Mod./Intercity Rail
Martinez-Ozol Yard Improvements	As part of additional tracks between Oakland and Pinole Project (see below), improve access to Martinez Station by upgrading track infrastructure at UPRR's Ozol Yard. Benefits include improved reliability and reduced travel times, and improved goods movement.	CCJPA	\$13.00	\$6.00	\$7.00	Federal, other	Trade Corridor; STIP Augment; Transport. Mod./Intercity Rail
SUBTOTAL - CCJPA Requested Projects			\$259.70	\$121.75	\$76.95		
Projects Sponsored by Others							
Intercity Rail Rolling Stock	In conjunction with Caltrans, purchase additional rolling stock for the Capitol Corridor, San Joaquin, and Pacific Surfliner services. Equipment types include coaches, cab/baggage cars, and café/diner cars and locomotives. The rolling stock would be used to meet overcrowding conditions on existing trains plus meet projected ridership demand associated with service expansion and extensions.	Caltrans	\$150.00	\$150.00			Transport. Mod./Intercity Rail
Oakland-Pinole 3rd/4th Track Project	In conjunction with Port of Oakland, extend improvements from the Emeryville Station and Track Improvements to reactivate 3rd and 4th tracks north to Richmond and continue 3rd track towards Pinole. Added capacity will allow more freight trains to serve the Port of Oakland. Conceptual design plans and base computer simulation network completed.	Port of Oakland	\$70.00	\$35.00	\$35.00	Port User fees	Trade Corridor; STIP Augment; Transport. Mod./Intercity Rail
SUBTOTAL - Non-CCJPA Requested Projects in Capitol Corridor			\$220.00	\$185.00	\$35.00		
TOTAL -Capitol Corridor Projects			\$479.70	\$306.75	\$111.95		

Long-Term Capital Improvements (FY 2008-09 and Beyond)

On a long-term basis, the STIP should be a steady source of CIP funding, especially with the passage of Proposition 1A which restricts the State's ability to borrow against transportation funds earmarked by Proposition 42 several years ago. Based on the proposed state budget, this may or may not be the resulting case. Additional State propositions or local/regional measures may supplement or replace available funding, although this is more likely to occur after the most recent bond and tax measure funds are exhausted. Aside from these measures, the STIP is the most reliable source of long-term CIP funds as outlined in the CCJPA's Vision Plan and supported by Caltrans' 10-Year Statewide Rail Plan and Amtrak's Strategic Corridors Initiative. Having available funds in the STIP is the key to making the program work.

Funding at the federal level, as of this writing, has never been provided for State-supported intercity passenger rail services. However, there are several federal legislative proposals that seek to create a federal capital funding program for passenger rail service on a matching basis with states (apart from and in addition to Amtrak capital funding for Amtrak-owned infrastructure). The CCJPA is making plans to work with Amtrak and Caltrans to use the roughly \$108 million plus any future capital funding allocations in the CIP to leverage federal funding should such a federal capital matching program be established. Assuming an 80/20 federal/state split, the CCJPA could receive over \$350 million in federal funds, which would be invested to finance numerous long-term CIP projects listed in Table 4-3. These projects support the CCJPA's service expansion plans aimed at improving service reliability, reducing travel times, upgrading track infrastructure, and improving passenger amenities.

The CIP is consistent with the Regional Transportation Plans (RTPs) adopted by the San Francisco Bay Area Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), Placer County Transportation Planning Agency (PCTPA), Caltrans' 10-Year Statewide Rail Plan, and Amtrak's Strategic Corridors Initiative. Each RTP includes a list of anticipated projects and cost estimates for a 25-year planning horizon. When possible, the CCJPA will share costs and coordinate with other rail and transit services on station and track projects. The projects that comprise the long-term CIP include those funded by multiple entities and those that the CCJPA will fund alone.

A significant long-term project is the expansion of the Capitol Corridor service beyond Auburn to the Reno/Sparks area in Northern Nevada. The CCJPA, Caltrans, and the Nevada Department of Transportation have begun evaluating the necessary capital improvements as well as operational needs for this project, and initiated discussions with the UPRR, the owner of the right-of-way (see Section 11) to determine feasibility, and to plan any such service in cooperation and coordination with other railroad and public investments along this route.

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

Project Name	Description	Total Cost (in millions)	CCJPA Share	Match Share	Match Source
Rolling Stock					
Rolling Stock	Purchase of Rolling Stock to allow for service extensions and expansions- 3 sets	\$50.00	\$0.00	\$50.00	
Projected Capital Expenditures					
Hayward Double Track	Add a second track between Elmhurst and Industrial Parkway (Union City) to allow for up to 16 round trips between Oakland and San Jose (also supports Dumbarton Rail)	\$15.00	\$15.00	\$0.00	
Sacramento-Placer County 3rd Main Track Project	Construct third main track between Sacramento and Placer County (Roseville/Rocklin) so as to allow additional trains east of Sacramento, improve reliability, reduce travel times, and improve goods movement.	\$60.00	\$30.00	\$30.00	RTIP
Grade Crossing Projects and Safety Match Program	Implement High Street, Davis Street, and Hesperian Street Grade separation projects utilizing a variety of funding sources. Also maintain CCJPA match for other grade crossing improvement projects	\$60.00	\$20.00	\$40.00	Grade sep funds, local, State, Fed
Davis Station Platform Rebuild or New Station	Create a new island platform between the two main tracks with grade separated access which will eliminate the holdout rule which currently delays passenger and freight trains OR build a new location for the main Davis station near the Mondavi center.	\$20.00	\$5.00	\$15.00	
Fairfield-Suisun Platform Rebuild	Create a new island platform between the two main tracks with grade separated access which will eliminate the holdout rule which currently delays passenger and freight trains	\$16.00	\$4.00	\$12.00	
Car Marker @ Stations Program	Create a standardized car marker system at all stations and platforms so that trains can consistently be spotted which will allow for more rapid boarding and improve travel time	\$2.00	\$2.00	\$0.00	
Martinez Parking Expansion	Expand parking on the north west side of the station and connect with the pedestrian overpass planned to extend from the existing station	\$17.40	\$10.50	\$6.90	Contra Costa Sales Tax
New Swanston Sacramento Station	Establish a new Station at Swanston (with additional Sacramento RT connections) and add an additional UPRR main track between Hagen and Swanston with a layover yard	\$20.00	\$8.00	\$12.00	
Reno Rail Extension	Extend Capitol Corridor service to Reno with stops in between. Purchase new rolling stock; upgrade tracks and stations, as needed	\$120.00	\$60.00	\$60.00	mix of funding sources not identified
Dedicated Track Improvement Program	Establish a dedicated UPRR work team for the Capitol Corridor that would conduct the track improvement program	\$10.00	\$5.00	\$5.00	UPRR
Embarcadero Third Main Track	Construct a third main track in the Oakland Jack London Embarcadero area which will ensure reduction of conflicting movement of freight and passenger rail between the Oakland Yard and Oakland Jack London Square Station	\$15.00	\$3.00	\$12.00	Port of Oakland, UPRR
		\$405.40	\$162.50	\$242.90	

5. Performance Standards and Action Plan

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

In partnership with the State and Amtrak, the CCJPA develops performance standards for the Capitol Corridor service that measure usage (ridership), cost efficiency (system operating ratio), and reliability (on-time performance). Table 5-1 summarizes the standards and results for FY 2005-06 and FY 2006-07 (through January 2007) as well as the standards for the next two fiscal years. Appendix C shows the measures used to develop standards for two additional years through FY 2010-11.

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

Performance Standard	FY 05-06			FY 06-07			FY 07-08	FY 08-09
	Actual	Standard	Variance	Actual	Standard	Variance	Standard	Standard
Route Ridership	1,273,632	1,251,200	1.8%	350,650 (through 12/06)	377,500 (through 12/06)	(7.1%)	1,511,100	1,556,400
System Operating Ratio (train and feeder bus)	46%	43%	2.9%	47% (through 12/06)	51%	(7.8%)	49%	51%
On-Time Performance	82%	90%	(16.7%)	73% (through 12/06)	90%	(17.0%)	90%	90%

*Emphasis for FY 2007-08 will be improved reliability and on-time performance

FY 2005-06 Performance Standards and Results

The service plan for FY 2005-06 began the same as FY 2004-05 with 24 weekday trains between Sacramento and Oakland (18 weekend), 8 weekday trains between Oakland and San Jose (12 weekend), and 2 daily trains between Roseville/Auburn and Sacramento. On August 28, 2006, the CCJPA expanded service to 32 weekday trains between Sacramento and Oakland (22 weekend) and 14 daily trains between Oakland and San Jose (service between Roseville/Auburn and Sacramento remained at 2 daily trains). Once again, this service expansion was accomplished with no increase in State budget but through efficient reallocation of resources and existing funds (mainly discontinued low ridership motorcoach bus routes and implementing revenue enhancement measures). This is the maximum level of service attainable between San Jose and Sacramento with the current rolling stock and trainsets available and assigned to the Capitol Corridor. The existing service plan can support 6 daily trains to/from Roseville and 4 daily trains to/from Auburn subject to approval of capital improvements required from UPRR.

FY 2005-06 was another year of strong performance for the Capitol Corridor. The service continued to break records for ridership and revenue each month, with results exceeding standards in all measures except one. The only area which experienced a significant decline was on-time performance, which is mostly attributed to increased freight traffic, large-scale track maintenance projects, and track congestion.

FY 2005-06 was another year of strong performance, with the service continuing to break records for ridership and revenue each month.

- Ridership grew 1.1% in FY 2005-06
- Revenue grew 5.5% during FY 2005-06
- System operating ratio improved to 46% in FY 2005-06
- On-time performance (OTP) slipped to 73% in FY 2005-06 due to service disruptions and delays caused by weather, rail congestion, and construction work

FY 2006-07 Performance Standards and Results to Date

The CCJPA, in cooperation with Amtrak and Caltrans, developed the FY 2006-07 standards based on the ridership, revenue, and operating expenses identified in the current FY 2006-07 CCJPA/Amtrak operating contract. These standards are presented in Table 5-1.

Ridership. Year-to-date ridership for FY 2006-07 is 10.2% above last year due to higher service levels, but still 7% below business plan projections. Train capacity, not enough coaches, is a limiting factor for further growth during peak travel times.

Revenue. Year-to-date revenue for FY 2006-07 is up 17.5% due to increased ticket yield and general ridership growth.

System Operating Ratio. System operating ratio (total revenues divided by fixed-price operating costs, a.k.a. farebox return) YTD for FY 2006-07 is 47%, slightly below the 51% standard, primarily due to revenue and ridership results that are below business plan projections.

On-Time Performance. On-time performance YTD for FY 2006-07 is 72.3%, well below the 90% standard. This decline in reliability is due to freight and passenger rail congestion, track work, bridge opening delays, and mechanical incidents.

FY 2007-08 and FY 2008-09 Performance Standards

Table 5-1 provides the preliminary performance standards for FY 2007-08 and FY 2008-09. Appendix C shows the measures used to develop the performance standards. These fiscal year standards will be revised when more data becomes available.

FY 2007-08 Action Plan

For FY 2007-08, the work efforts of the CCJPA will focus on continued improvements in customer satisfaction and service delivery. The following action plans are designed to meet or exceed the established performance standards and provide exceptional service to the traveling public in the congested I-80/I-680/I-880 transportation corridor. Following are action steps for each quarter of the fiscal year.

1Q FY 2007-08

- Update CIP and develop list of Capitol Corridor intercity rail projects for the CCJPA to submit for inclusion in the Proposition 1B and 2008 STIP funding programs
- Work with the State to complete the design plans for inclusion in the RFP for rail equipment manufacturers to build additional rolling stock, the primary barrier to expansion of capacity and Capitol Corridor service levels
 - Negotiate a contract with the winning vendor for deployment of a wireless internet system for customer and operational uses
 - Secure funds from Proposition 1B to advance and complete programmed track projects
 - Begin pilot program and testing for the on-board Automated Ticket Validation (ATV) system for conductors to reduce fraud, improve revenue collection, and streamline reporting
 - Seek marketing and promotional partnerships to leverage added value and/or revenues
- Monitor and expand the programs with transit agencies to improve connectivity between the trains and local transit services
- Participate in the development of the planned Fairfield/Vacaville and Hercules stations and the Union City Intermodal Station/Dumbarton Rail commuter service
- Complete the design of Yolo Causeway and Bahia crossover track improvement projects
- Begin installation of security cameras on the rolling stock
- Monitor performance and operation of recently installed ticket vending machines

One of CCJPA's CIP priorities is to expand service between Auburn and Sacramento as rolling stock, availability of capital improvement funds, and Union Pacific Railroad permit.

2Q FY 2007-08

- Working with the vendor selected for deployment of a wireless internet system, begin installation of the equipment to initiate this program
- Evaluate measures to improve train and motorcoach bus performance, including modifications to the service
- Conduct on-board surveys to assess rider profile and solicit feedback on Amtrak's performance
- Seek funds to support the second phase of security improvements, including but not limited to cameras at stations and trackside safety points

3Q FY 2007-08

- Develop revised Business Plan Update for FY 2008-09

- Host Annual Public Workshops to present service plans and receive input
- Develop Annual Performance Report and other information to present an overview of current performance and future plans

4Q FY 2007-08

- Develop FY 2008-09 marketing program, including market research
- Conduct on-board surveys to assess rider profile and solicit feedback on Amtrak's performance
- Launch a fully deployed wireless internet program for customer use with some initial applications for operations

FY 2008-09 Action Plan

This action plan for FY 2008-09 is preliminary and will be revised during the second half of FY 2007-08. In general, the CCJPA intends to focus on the following:

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

6. Establishment of Fares

The CCJPA will develop fares in conjunction with Amtrak to ensure that the Capitol Corridor service is attractive and competitive with other transportation options, including the automobile.

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

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

The current fare structure is based on a one-way tariff, with the round-trip tariff being equal to double the one-way tariff. Discount fares are available to seniors, students, military personnel, and children under age 15. Amtrak also provides reduced fares for certain national partners, such as AAA members.

Fare modifications are used selectively to maximize revenue and ridership, while still working towards the State's farebox recovery goal of 50%.

FY 2007-08 Fares

Over the past eight years, the CCJPA has been incrementally increasing fares based on service improvements such as added trains, reduced travel times, and the opening of new stations. This program of strategic fare increases will continue to be pursued by the CCJPA and Amtrak in FY 2007-08. For the upcoming fiscal year, the CCJPA plans to implement a simplified fare structure that will eliminate seasonal and holiday pricing and increase fares in conjunction with service improvements. As part of its Marketing Program (Section 8), the CCJPA will develop a variety

of fare promotions designed to increase customer satisfaction and ridership, which are expected to be enhanced after the conversion to a simplified fare structure. Opportunities include:

- Customer loyalty and referral programs to attract new riders
- Testing and launch of the Automated Ticket Validation (ATV) pilot program which will allow for real-time validation and sales of tickets on board the trains. Benefits of this system include customer convenience, real-time information on ridership and revenue, and operating cost efficiencies. The specifications for the ATV units require them to accept smart card technology such as the Bay Area's Translink fare media
- Further expansion of transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach bus routes to parallel local transit services to help increase overall system ridership and revenues

In 2007-08, the CCJPA plans to eliminate seasonal and holiday pricing in favor of a simplified fare structure designed to maintain strong fare revenue and improve customer satisfaction.

Taken together, these fare and ticketing programs for FY 2007-08 will enhance customer convenience and increase revenue yield through expanded TVM availability and improved revenue collection with the ATV units, which will contribute to meeting the State's eventual farebox recovery goal of 50%.

FY 2008-09 Fares

While still preliminary, the projected fare structure for FY 2008-09 will follow the program set forth in FY 2007-08. The CCJPA will perform periodic reviews of the fare structure and make modifications with Amtrak as necessary. Opportunities include:

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

7. Service Amenities, Food Services, and Equipment

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

Service Amenities

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

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

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

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

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

During FY 2007-08, the CCJPA will issue an RFP, select a vendor, and negotiate a long-term contract to provide "wi-fi" access to passengers and to CCJPA/Amtrak for various operational applications.

Wireless Internet Access. After conducting trials using several technologies, the CCJPA will develop and issue a Request for Proposal (RFP) for a long-term service contract to provide wireless internet ("wi-fi") access to our customers and to CCJPA/Amtrak for various operational applications, many of which are safety and security related. During FY 2007-08, the CCJPA will select the vendor and negotiate a contract to deploy wireless internet access across the whole system. Fully operational service may not be expected until the end of the fiscal year or early in the next fiscal year.

Business/Custom Class Car. With the funds available to order new rolling stock, the CCJPA, Amtrak, and Caltrans are working on the introduction of the Business/Custom Class Car. Concepts are still under evaluation to better serve business travelers with reserved services that will retain and expand this market with the overall principle that this service be at least revenue-neutral and preferably increase net revenues. The basic premise is to renovate one car per train to be equipped with additional services and amenities not found in other Coach Cars, such as:

- Window curtains
- Morning coffee and pastry service/mid-day soft drinks
- Daily periodicals
- Wireless internet access (included in fare)

Food and Beverage Services

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

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

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

Equipment Acquisition, Maintenance, and Renovation

The CCJPA continues to work closely with Caltrans and Amtrak to refine the maintenance and operations programs to improve the reliability, safety, and cost-effectiveness of the rail fleet. The Capitol Corridor and San Joaquin routes now share a combined fleet of 15 F59PHI locomotives, 2 DASH-8 locomotives, and 78 Alstom-built passenger coaches and food service cars. New fleet acquisitions under development will dramatically increase the capacity of the service. Recent federal legislative proposals also raise the possibility of leveraging State dollars with a federal match to purchase and/or upgrade equipment. Fleet allocation is continuing to be evenly split between the San Joaquin's and the Capitol Corridor.

Rehabilitation and Modification Programs. Using previously allocated State funds, the CCJPA, Caltrans, and Amtrak have created a multi-year program of periodic overhauls to the existing train fleet that will improve the performance of the rolling stock and maintain the valued assets of the State's investment in the rolling stock. As of January 2007, 44 of the 66 original California Cars have completed their major overhaul.

Work Completed (FY 2005-06 and Prior)

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

Upcoming Work (FY 2006-07 and Beyond)

- The door systems have been completely redesigned to improve operation and maintenance via a microprocessor-controlled door operator system. These have been installed in the 42 coaches overhauled through the end of 2006
- Improvements are being made to the ducting and filtration systems of the renovated HVAC control system, providing better air quality and climate control
 - Restrooms are being upgraded with rebuilt toilet operating systems, new flooring, and improved doors and latching mechanisms
 - An improved ride quality suspension package and collision protection system is being installed to enhance passenger and crew safety
 - As part of our safety and security program, all passenger coaches and locomotives will be equipped with a digital security camera system. This will provide the CCJPA with a valuable tool to protect equipment from vandalism and prevent accidents and injury to passengers and crew
 - To keep the train cars looking fresh and new, Amtrak and Caltrans are preparing bids for the replacement of carpeting, cloth wainscot, and seat upholstery on all coaches in the Amtrak California fleet, and the addition of window curtains exclusively on the Northern California fleet

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

8. Marketing Strategies

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

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

Targeted Marketing Programs. The CCJPA will continue to develop programs that target specific markets, such as the Train Treks youth group discount program to boost midday, mid-week travel, and customer retention efforts such as Rider Appreciation programs. Media-based promotions tout riding the train to popular events such as Cal Football and Oakland A's games. In addition, the CCJPA will develop promotional programs that create awareness of the train as a way to reach fun destinations throughout Northern California. Working with hotels and

convention/visitor bureaus, the CCJPA will create seasonal destination-based promotions to local attractions such as Davisfest, Fremont Arts Fest, etc.

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

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

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

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

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

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

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

FY 2007-08 Marketing Program

The CCJPA’s FY 2007-08 Marketing Program will focus on meeting the increased ridership projections, using marketing strategies based on our existing core service. The CCJPA will continue its independent campaigns, but will coordinate with Amtrak and Caltrans on the most beneficial promotions and shared marketing collateral. Advertising media will consist primarily of radio traffic sponsorships, online web banner campaigns, and promotionally driven media buys, all of which will be tested for advertising effectiveness. Specific marketing programs will target the markets most likely to benefit from recent service expansions. Marketing initiatives will also aim to enhance the distinctiveness and visibility of the Capitol Corridor brand. Key elements will include:

- Introduction of a new Capitol Corridor logo to update the image of the service and enhance brand recognition

- Advertising messages and creative that reflect the CCJPA’s emphasis on the Capitol Corridor as a distinct service brand
- Joint media promotions with well-known organizations to maximize media dollars and expand market reach
- Reciprocal marketing with tourism industry members such as hotels, airports, and convention/visitor bureaus

In FY 2007-08, specific marketing programs will be developed to target the markets most likely to benefit from the Capitol Corridor’s FY 2006-07 service expansions.

- Targeted marketing to school groups, senior citizens, special interest groups, and new residential communities
- Outreach and public relations efforts in the Silicon Valley/San Jose area to coincide with service expansion

FY 2008-09 Marketing Program

The CCJPA will place continued emphasis on the Capitol Corridor brand to increase regional brand awareness and maximize use of the marketing budget. Creative execution will emphasize local character and personalize the service.

9. Annual Funding Requirement: Costs & Ridership Projections

The primary purpose of this Business Plan Update, as identified in the ITA, is to request the annual funds required by the CCJPA to operate, administer, and market the Capitol Corridor service for agreed-upon service levels. Previous sections in this document describe the proposed operating plan, planned service improvements, and capital improvements for FY 2007-08 and FY 2008-09.

FY 2007-08 and FY 2008-09 Operating Costs

Based on the Operating Plan and Strategies (Section 3), the CCJPA and Amtrak have proposed a best estimate for FY 2007-08 and FY 2008-09 expenses. These costs are shown in Table 9-1 and include the basic train service and associated feeder bus service (Routes 20 and 21), including the CCJPA’s proportionate share of costs relating to the Highway 17 Express bus service (San Jose – Santa Cruz), Highway 49 Express bus service (Auburn – Grass Valley), and Route 55 (San Jose – Gilroy – Monterey).

FY 2007-08 and FY 2008-09 Marketing Expenses

The CCJPA’s marketing budget for FY 2007-08 and FY 2008-09 will fund the respective year’s Marketing Programs presented in Section 8. The CCJPA will develop the various campaigns and programs. The preliminary budget estimates illustrated in Table 9-1 represent only direct expenditures of the CCJPA and do not include any costs for marketing programs provided solely by Amtrak or the State.

FY 2007-08 and FY 2008-09 Administrative Expenses

Table 9-1 identifies the estimate for the FY 2007-08 and FY 2008-09 budgets that support the administrative activities of the CCJPA for the Capitol Corridor service. There has been a shift in funds from the operating budget to the administrative budget due to the October 2005 transfer of customer service call center operations from Amtrak to BART, the CCJPA’s managing agency. However, the total allocation to the CCJPA remains the same as prior years.

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

**Table 9-1
CCJPA FY 2007-08 – FY 2008-09 Funding Requirement
Capitol Corridor Service (Minimum Levels)**

Service Level	FY 2007-08	FY 2008-09
	TOTAL	TOTAL
Sacramento-Oakland		
Weekday	32	32
Weekend	22	22
Oakland-San Jose		
Weekday	14	14
Weekend	14	14
Sacramento-Roseville	2	2
Roseville-Auburn	2	2
Ridership (a)	1,511,100	1,556,400
Total Train Expenses	\$39,870,000	\$40,767,000
Total Bus Expenses	\$ 2,236,000	\$ 2,303,000
Equipment Capital Costs	\$ -	\$ -
TOTAL Expenses (a)	\$42,106,000	\$43,070,000
Train Revenue	\$18,872,000	\$19,816,000
Bus Revenue	\$ 1,883,000	\$ 1,939,000
TOTAL Revenue (a)	\$20,755,000	\$21,755,000
Operating Costs (Expenses – Revenues) (b)	\$21,351,000	\$21,315,000
Insurance for State-Owned Equipment (c)	\$ 400,000	\$ 400,000
Minor Capital Projects (d)	\$ 325,000	\$ 325,000
Subtotal-CCJPA Operating Costs	\$22,076,000	\$22,040,000
CCJPA Funding Requirement		
Subtotal-CCJPA Operating Costs	\$22,076,000	\$22,040,000
Marketing Expenses (e)	\$ 1,174,000	\$ 1,174,000
Administrative Expenses (f)	\$ 2,959,000	\$ 3,034,000
TOTAL CCJPA Funding Request	\$26,209,000	\$26,248,000

- (a) The CCJPA provided initial estimates for ridership, revenue, and operating costs. Amtrak to provide final estimates in March 2007.
- (b) Starting in FY 2003-04, Amtrak revised its allocation of train operating expenses so that indirect expenses (i.e. depreciation, interest/taxes, and other administrative costs) incurred by Amtrak are not passed on to the CCJPA, resulting in lower CCJPA/State operating costs.
- (c) Amtrak procures insurance coverage for State-owned equipment that is operated for service.
- (d) Expenses to be allocated for small or minor capital projects.
- (e) Due to State budget constraints, the FY 2006-07 and FY 2007-08 marketing expenses will be capped at the same levels as the six prior fiscal years (\$1,174,000). This does not include contributions by Amtrak or additional resources provided by the State as part of a market research program.
- (f) Includes additional administrative expenses to the CCJPA resulting from transfer of customer service call center operations from Amtrak to BART.

10. Separation of Funding

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

As identified in the ITA, the State shall perform audits and reviews of financial statements of the CCJPA with respect to Capitol Corridor service. In addition, the CCJPA requires that the Controller-Treasurer shall provide for an annual independent audit of the accounts of the CCJPA within six months of the close of the State fiscal year. BART has established the appropriate accounting and financial procedures to ensure that the funds secured by the CCJPA during FY 2007-08 and FY 2008-09 to support the Capitol Corridor service are solely expended to operate, administer, and market the service.

11. Consideration of Other Service Expansions & Enhancements

Consistent with the CCJPA's Vision Plan, this section presents service expansion and enhancement opportunities beyond the CCJPA's FY 2007-08 and FY 2008-09 service plans and funding requirements. Planning for potential new services will require securing capital improvements, additional operating funds, and institutional agreements.

Auburn/Sacramento – San Francisco Bay Area Regional Rail Markets. A conceptual planning study has been completed that identifies the feasibility and funding opportunities for the operation and necessary capital improvements to provide peak hour regional rail service between Auburn/Sacramento and Richmond/Oakland. These proposed trains would be integrated with the Capitol Corridor intercity trains to provide 30-minute headways during the weekday peak

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

periods. The planning study was completed in October 2005. The next steps include securing local, State, and federal funds (both capital and operational) and working with the UPRR on the necessary track infrastructure projects to support these additional peak-hour trains.

Silicon Valley/Santa Clara County Markets. While the CCPA recently increased train service to/from San Jose in August 2006, efforts continue to expand public rail transportation to the South Bay. With the passage of Bay Area Regional Measure 2 (RM-2) in March 2004, a \$1 increase in local bridge tolls provides an important funding source (with matching State and federal

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

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

In a partnership with Placer County TPA and Caltrans Division of Rail, the CCJPA completed a conceptual planning study in January 2005 on a proposed extension of Capitol Corridor trains to Reno/Sparks, Nevada (via Truckee). The study identified conditions along the rail route and at existing or proposed stations, developed conceptual train schedules, estimated ridership/revenue projections and operating costs, prepared a preliminary capital improvement plan, and established an action plan to implement the service extension within three years of securing UPRR approval and capital/construction funds. However, plans for the extension of service to Reno/Sparks have been suspended at the request of the UPRR, which at this time is not prepared to consider passenger rail service coupled with their extensive freight rail service plans in the Auburn – Reno corridor.

The CCJPA has set forth and adopted a Train Service Policy that supports future extensions to new markets beyond the Capitol Corridor. It encourages partnerships among several passenger rail services and local/regional transportation agencies to ensure that these proposed service

Capitol Corridor Service FY 2007-08–FY 2008-09 Business Plan Update (Draft February 2007)

extensions provide mutual cost savings through the use of joint facilities and equipment. In addition to the Capitol Corridor extension to Reno/Sparks and other proposed regional commuter rail services, the CCJPA has developed working relationships with:

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

Appendices

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Appendix A
 Capitol Corridor Historical Performance

Fiscal Year	Trains	Ridership	Prior Year	Per Day	Revenue*	Prior Year	Expenses*	Prior Year	Ratio*	Costs*
SFY 91/92 (a)	6	173,672	--	864	\$1,973,255	--	\$4,848,967	--	40.7%	\$1,592,907
SFY 92/93	6	238,785	--	650	\$2,970,103	--	\$8,333,093	--	35.6%	\$6,712,017
SFY 93/94	6	364,070	52.5%	1,000	\$3,598,978	21.2%	\$9,911,735	18.9%	36.3%	\$6,714,761
SFY 94/95	6	349,056	4.1%	960	\$3,757,146	4.4%	\$9,679,401	-2.3%	38.8%	\$6,012,315
SFY 95/96 (b)	8	403,050	15.5%	1,100	\$4,805,072	27.9%	\$11,077,485	14.4%	43.4%	\$6,434,940
SFY 96/97	8	496,586	23.2%	1,360	\$5,938,072	23.6%	\$20,510,936	85.2%	29.0%	\$9,701,519
FFY 97/98 (c)	8	462,480	-6.9%	1,270	\$6,245,105	5.2%	\$20,527,997	0.1%	30.4%	\$11,404,143
FFY 98/99 (d)	10/12	543,323	17.5%	1,490	\$7,314,165	17.1%	\$23,453,325	14.3%	31.2%	\$16,022,024
FFY 99/00 (e)	12/14	767,749	41.3%	2,100	\$9,115,611	24.6%	\$25,672,749	9.5%	35.7%	\$16,440,540
FFY 00/01 (f)	14/18	1,073,419	39.8%	2,941	\$11,675,117	28.1%	\$28,696,741	11.8%	40.7%	\$17,690,477
FFY 01/02	18	1,079,779	0.6%	2,960	\$12,201,602	4.5%	\$32,842,038	14.4%	37.2%	\$20,590,919
FFY 02/03 (g)	18/20/22/24	1,142,958	5.9%	3,130	\$12,800,469	4.9%	\$36,469,383	11.0%	38.1%	\$21,540,910
FFY 03/04	24	1,165,334	2.0%	3,190	\$13,168,373	2.9%	\$35,579,266	-2.4%	37.2%	\$22,708,181
FFY 04/05	24	1,260,249	8.1%	3,450	\$15,148,333	15.0%	\$35,110,571	-1.3%	43.2%	\$19,962,238
FFY 05/06	24/32	1,273,088	1.0%	3,490	\$16,014,636	5.7%	\$35,147,033	0.1%	45.8%	\$19,132,397
FFY 06/07 (h)	32	350,650	10.2%	3,810	\$4,766,075	17.5%	\$10,121,119	-14.9%	47.0%	\$5,355,043

* Cost statistics include train service as well as bus service

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

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

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

b. Increase to 8 trains began in April 1996.

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

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

e. 14 trains began on February 28, 2000

f. 18 trains began on April 29, 2001

g. 20 trains began on October 27, 2002; increase to 22 trains began on January 6, 2003; increase to 24 trains began on April 28, 2003

h. Year-to-date ridership, revenue, and expenses through December 2006.

Appendix B
Programmed or Completed Capitol Corridor Projects (as of December 2006)

Programmed or Completed Projects (Preliminary and Tentative - Subject to Revision)	Costs
Station Projects	
Colfax	\$2,508,165
Auburn	\$3,131,656
Rocklin	\$2,114,173
Roseville	\$1,619,104
Sacramento	\$11,549,526
Davis	\$5,326,643
Fairfield/Vacaville	\$29,000,000
Suisun/Fairfield	\$3,834,049
Martinez	\$38,145,628
Richmond	\$21,924,408
Berkeley	\$4,745,500
Emeryville	\$17,252,136
San Francisco – Ferry Building	\$584,842
Oakland Jack London Square	\$20,319,077
Oakland Coliseum	\$6,132,000
Hayward	\$1,782,500
Fremont/Centerville	\$3,544,050
Great America/Santa Clara	\$3,082,627
San Jose Diridon	\$27,138,542
Platform Signs	\$63,101
Real-time message signs (design)	\$1,494,842
Other	\$2,640,575
SUBTOTAL – Station Projects	\$207,933,144
Track and Signal Projects	
Placer County	\$500,000
Auburn Track and Signal Improvements	\$350,000
Sacramento – Roseville (3 rd Track) Improvements	\$6,950,000
Yolo Causeway 2 nd Track	\$14,555,533
Sacramento – Emeryville	\$60,219,132
Oakland – Santa Clara (Hayward Line) [1991]	\$14,900,000
Niles Junction – Newark (Centerville Line)	\$10,667,740
Sacramento – San Jose C-Plates	\$14,156
Oakland – San Jose	\$59,405,333
San Jose 4 th Track	\$41,850,000
Bahia Viaduct Track Upgrade	\$2,940,000
Harder Road (Hayward) Undercrossing [2001]	\$8,898,000
SUBTOTAL – Track and Signal Projects	\$221,249,894
Maintenance and Layover Facility Projects	
San Jose (Pullman Way) Maintenance Facility	\$5,789,862
Oakland Maintenance Facility (new)	\$63,835,956
Oakland Maintenance Base (former site)	\$464,884
Colfax/Auburn Layover Facility	\$691,956
Roseville Layover Facility	\$157,702
Sacramento Layover Facility	\$941,316
SUBTOTAL – Maintenance and Layover Facility Projects	\$71,881,676
Rolling Stock (California Cars and Locomotives)	\$235,282,226
TOTAL – PROGRAMMED OR COMPLETED PROJECTS	\$736,346,940

Appendix C
Capitol Corridor Performance Standards FY 2005-06 to FY 2010-11

PERFORMANCE STANDARD	FY 2005-06				PERCENT CHANGE	FY 2006-07 STANDARD	FY 2007-08 PRELIMINARY STANDARD	FY 2008-09 PRELIMINARY STANDARD	FY 2009-10 PRELIMINARY STANDARD	FY 2010-11 PRELIMINARY STANDARD
	ACTUAL	STANDARD	VARIANCE ACTUAL TO STANDARD	24/32#						
NUMBER OF DAILY TRAINS (SAC-OAK)	24/32#	24/32#				32	32	32	32	32
USAGE										
Route Ridership	1,273,632	1,251,200	22,432		1.8%	1,511,100	1,511,100	1,556,400	1,618,700	1,699,600
Average Daily Ridership	3,489	3,428	61		1.8%	4,140	4,140	4,264	4,435	4,656
Percent Change in Route Ridership	9.3%	7.4%				20.8%		3.0%	4.0%	5.0%
Percent Change in Train Passenger Miles	9.8%	11.6%				20.4%		4.5%	6.9%	6.4%
Percent Change in Train Miles	3.9%	4.1%				29.0%				
Passenger Miles per Train Mile (PM/TM)	92.4	93.7	(1.3)		-1.4%	87.4	87.4	91.3	97.7	104.0
COST EFFICIENCY										
Farbox Ratio (Train and Bus Services)	46%	43%	2.9%		-	51%	49%	51%	52%	53%
Percent Change in Total Revenue	20.7%	13.9%			-	35.8%	0.6%	4.8%	5.0%	4.0%
Percent Change in Total Expenses	2.0%	2.7%			-	14.1%	4.3%	2.3%	2.0%	2.0%
Train Revenue per Train Mile	\$15.68	\$14.62	\$0.96		6.6%	\$15.48	\$15.60	\$16.38	\$17.20	\$17.72
Train Revenue per Passenger Mile (Yield)	\$0.17	\$0.16	\$0.01		8.1%	\$0.18	\$0.18	\$0.18	\$0.18	\$0.17
Train Expenses per Train Mile	\$33.32	\$34.60	-\$1.28		-3.7%	\$31.41	\$32.96	\$33.70	\$34.37	\$35.23
Train Only State Cost per Train Mile	\$17.73	\$19.98	-\$2.25		-11.2%	\$15.94	\$17.36	\$17.32	\$17.17	\$17.62
Train Only State Cost Per Passenger Mile	\$0.19	\$0.21	-\$0.02		-10.0%	\$0.18	\$0.20	\$0.19	\$0.18	\$0.17
SERVICE QUALITY										
On Time Performance	73%	90%	-17%		-	90%	90%	90%	90%	90%
Percent of California Car Fleet Available	89%	87%	2%		-	87%	87%	87%	87%	87%
OPERATING RESULTS										
TRAIN AND BUS										
Total Revenue	\$16,108,137.23	\$15,191,000.00	\$917,137.23		6.0%	\$20,634,000.00	\$20,755,000.00	\$21,755,000.00	\$22,843,000.00	\$23,757,000.00
Total Expenses	\$35,147,032.72	\$35,381,000.00	-\$233,967.28		-0.7%	\$40,365,000.00	\$42,106,000.00	\$43,070,000.00	\$43,931,000.00	\$44,810,000.00
Total State Operating Cost ^	\$19,647,000.00	\$19,647,000.00	\$0.00		0.0%	\$20,476,000.00	\$22,076,000.00	\$22,040,000.00	\$21,813,000.00	\$21,778,000.00
TRAIN ONLY										
Train Only Revenue	\$14,564,333.00	\$13,703,000.00	\$861,333		6.4%	\$18,706,000.00	\$18,872,000.00	\$19,816,000.00	\$20,807,000.00	\$21,431,000.00
Train Only Expenses	\$31,165,000.00	\$32,435,000.00	-\$1,250,000		-3.9%	\$37,993,000.00	\$39,870,000.00	\$40,867,000.00	\$41,582,000.00	\$42,622,000.00
Train Only State Operating Cost	\$18,600,667.00	\$18,732,000.00	-\$121,333		-1.4%	\$19,287,000.00	\$20,998,000.00	\$20,951,000.00	\$20,775,000.00	\$21,191,000.00
Passenger Miles	86,518,795	87,880,608	(1,361,813)		-1.5%	105,777,350	105,777,000	110,504,400	118,165,100	125,770,400
Train Miles	936,050	937,500	(1,450)		-0.2%	1,209,754	1,209,754	1,209,754	1,209,754	1,209,754

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

** - Represents fixed price contract cost for FFY 2005-06 and FFY 2006-07. Actual contract cost may be lower, but not higher.

- Per Business Plan Update/Amtrak Contract

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

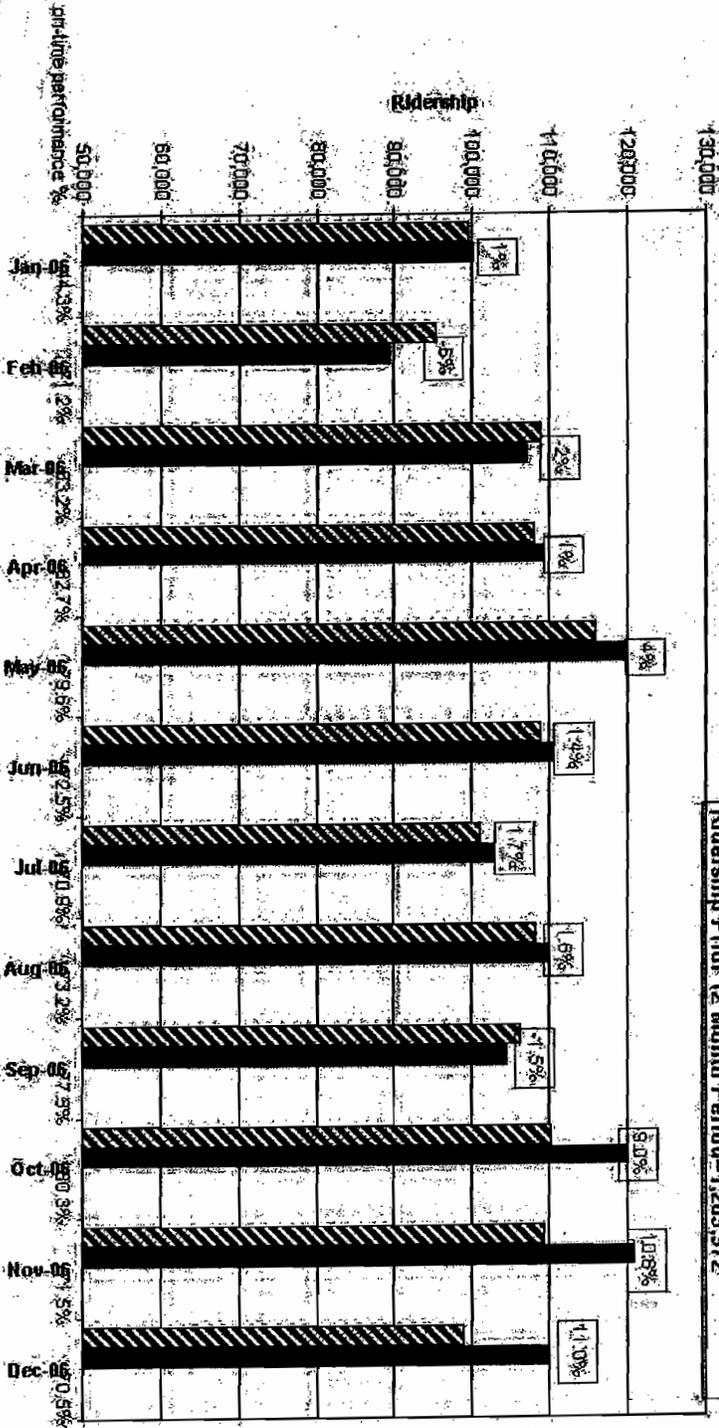
NOTE 2 - Standards measured assumes August 28, 2006 service expansion plan of 32 Oakland-Sacramento weekday trains (22 weekend trains), 14 daily trains to/from San Jose, and 2 daily trains to/from Roseville/Auburn.

Appendix D
How's Business



How's Business? Ridership

■ Prior Year ■ Last 12 Months



Ridership Last 12 Months=1,304,484
Ridership Prior 12 Month Period=1,269,972

2.7% Overall 12-Month Growth
8.5% Overall Prior 12 Month Growth Period



DATE: March 5, 2007
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Safe Routes to School (SR2S) Update

Background:

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

The SR2S outreach process is split into three major phases:

- 1) City Council & School District Board presentations
- 2) Community Task Force meetings
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study

Discussion:

To complete the SR2S Study before the next Federal Safe Routes to School (SRTS) grant applications are due (January 2008), target dates for the remaining SR2S meetings have been drafted. Community task forces are strongly encouraged to complete their committee membership before their targeted first meeting. This allows for the maximum amount of time for schools to conduct their walking audits and propose projects and programs for inclusion into the Countywide SR2S Plan (see Attachment B, "Current Safe Routes to School Public Input Schedule"). STA Staff will be meeting with public works staff prior to each of the first community task force meeting.

As part of the adopted STA SR2S Program goals, SR2S Program updates will be given to the STA Board on a quarterly basis. Attached for your review is an "STA Safe Routes to School (SR2S) Program Status Report", which contains a countywide summary and the status of each community involved in the program.

Recommendation:

Informational.

Attachment:

- A. Current STA Safe Routes to School Public Input Schedule, 02-16-07
- B. STA Safe Routes to School (SR2S) Program Status Report, 03-05-2007

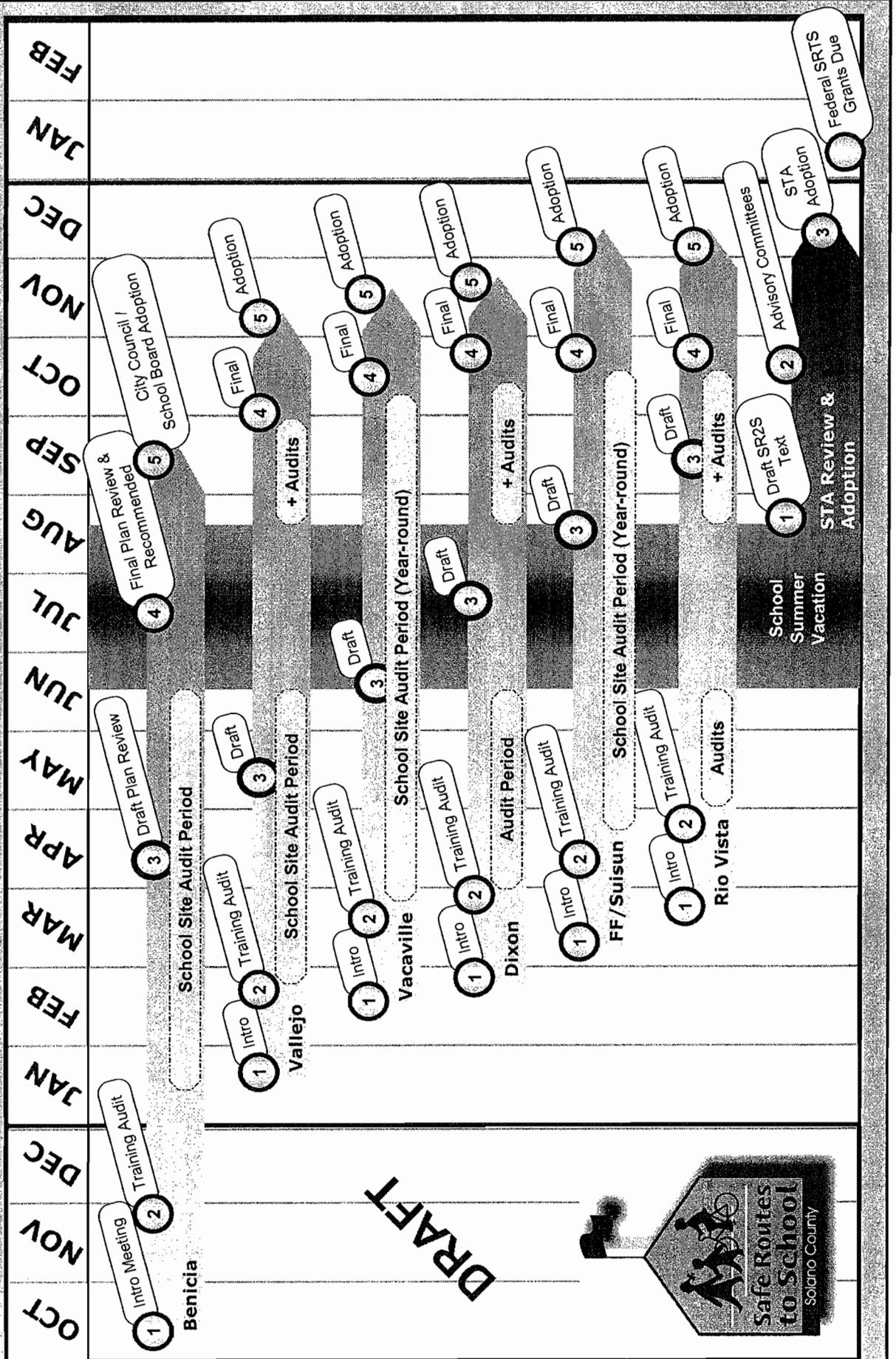
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Safe Routes to School (SR2S) Timeline of Public Input Meetings Concurrent School Audits + December Adoption (01-23-07)

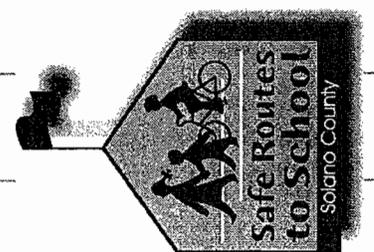
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**STA Safe Routes to School (SR2S) Program
Status Report Summary**

03-05-2007

Phase 1 – Complete

Introductory Safe Routes to School (SR2S) STA Presentations to City Councils and School Boards

Phase 2 – Underway

Public Input Process

Community Task Forces	Next Meeting	Status
Benicia	Review Draft SR2S Plan April 19	Three independent audits completed. Deadline to submit audit info for draft plan, April 4th.
Dixon	Training Audit to be scheduled after March 22.	First meeting scheduled for February 28.
Fairfield/Suisun	March 12	First meeting scheduled for March 12. Suisun City Council appointment VACANT.
Rio Vista	Proposed first meeting Mar 19-Mar 23	City and School Board Appointments are VACANT.
Vacaville	Training Audit to be scheduled after March 31.	STA attending principal meeting March 13.
Vallejo	Training Audit March 31 or April 7 at Steffan Manor Elementary.	STA attending principal meetings March 1, 8, 14.
County of Solano	Include in Solano College and private school meetings.	North and South County representatives are both VACANT.

To complete the SR2S Study before the next Federal Safe Routes to School (SRTS) grant applications are due (January 2008), target dates for the remaining SR2S meetings have been drafted. Community task forces are strongly encouraged to complete their committee membership before their targeted first meeting. This allows for the maximum amount of time for schools to conduct their walking audits and propose projects and programs for inclusion into the Countywide SR2S Plan (see Attachment A, “Draft Safe Routes to School Public Input Schedule”). STA Staff will be meeting with public works staff prior to the first community task force meeting.

Phase 3 – Not underway
 STA Countywide SR2S Study Development

STA Committees	Target Meeting Dates
Technical, Bicycle, and Pedestrian Advisory Committees	Draft review, September 2007. Final review, October 2007.
STA Board	Adoption, December 2007.

Background:

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

The SR2S outreach process is split into three major phases:

- 1) City Council & School District Board presentations
 - STA Staff presented introductory presentations to all school boards and city councils regarding the SR2S Study and Public Input Process.

- 2) Community Task Force meetings

Multi-disciplinary community task forces are responsible for:

 - Holding a training walking audit at a school of their choice
 - Reviewing a draft SR2S Plan of local projects and programs
 - Recommending a final SR2S Plan to their school board and city council

- 3) City Council, School District Board, and STA Board adoption of the SR2S Study.
 - City councils and school boards adopt the recommended local SR2S Plans and forward them to the STA Board for inclusion in the Countywide SR2S Plan.
 - STA advisory committees review and recommend the final Countywide SR2S Plan.
 - STA Board adopts the final Solano Countywide SR2S Plan.

STA SR2S Countywide Steering Committee

STA Safe Routes to School (SR2S) Program - Status Report

The STA's Countywide Safe Routes to School (SR2S) Steering Committee is a multi-disciplinary committee that makes recommendations to the STA Board regarding how the STA's SR2S Study and Program should be handled.

At their last Steering Committee meeting in December 2006, the committee discussed potential countywide projects and programs that they would like to see implemented before the SR2S Study has been adopted (e.g, Countywide Crossing Guard training funding, safety/public education projects, etc.). STA staff recognizes that there is funding set aside in the Alternative Modes Funding Strategy for safe routes to school projects, alternative fuel vehicle programs, and other miscellaneous projects. Currently, the STA has adopted policy to adopt a SR2S Plan before considering any funding of SR2S Projects.

STA's Countywide SR2S Steering Committee		
Position	Name	Title
TAC Member	Gary Leach	Public Works Director
TAC Member	Dan Schiada	Public Works Director
BAC Member	Mike Segala	BAC Representative
PAC Member	Eva Laevastu	PAC Representative
Solano County Office of Education	Dee Alarcon	County Superintendent of Schools
School District Superintendent	John Aycock	Vacaville USD Superintendent
Public Safety Rep	Bill Bowen	Rio Vista Chief of Police
Public Safety Rep	Ken Davena	Benicia Police Department Captain
Air Quality Rep	Jim Antone	Yolo-Solano Air District Rep
Public Health Rep	Robin Cox	Solano County Public Health Rep

Phase 1 – Establish SR2S Study Process – COMPLETE

This committee met monthly to establish the SR2S Study Process:

- May 30, 2006
 - Introductory Materials, Layout Workplan
 - Discussed Goals, Policies, and Measurable Objectives for the program
- June 13, 2006
 - Recommended Goals, Policies, and Measurable Objectives
 - Recommended additional Air Quality and Public Health Representatives to the Steering Committee
- July 18, 2006
 - Discussed SR2S Public Input Process & Discussion Materials
- August 15, 2006
 - Recommended SR2S Public Input Process & Discussion Materials
- September 19, 2006
 - Made final recommendations for Discussion Materials

Phase 2 – Community Task Forces – IN PROGRESS

Quarterly status reports will be made by Community Task Forces to the Steering Committee, which will be forwarded to the STA Board. The next Steering Committee meeting is tentatively scheduled for February 13, 2006.

- December 12, 2006
 - Discussed Safe Route to Schools federal grants
 - Received update from Benicia’s recent walking audit experience
 - Reviewed STA SR2S Status report.
 - Discussed potential for countywide SR2S projects and programs
- February 13, 2007
 - Received update from Benicia’s SR2S representative
 - Discuss draft SR2S meeting timeline
 - Discuss details of task force agendas, roles, and responsibilities
- May 8, 2007
 - Receive countywide update on task forces from STA
 - Review draft plans as available

Phase 3 –STA Board adoption of the SR2S Study

The STA SR2S Steering Committee will review the draft and final SR2S Plans and make a recommendation to the STA Board for their adoption in December, 2007.

Benicia

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- City Council Meeting, May 2, 2006
- School Board Meeting,
 - Benicia USD, August 24, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Community Task Force responsibilities were delegated by the City Council and School Board to the Traffic Pedestrian and Bicycle Safety Committee (TPBS) and the City Council & School Board Liaison Committee:

Benicia's SR2S Community Task Force – Two Committees	
City Council & School Board Liaison Committee	
Name	Title
Alan Schwartzman	City Vice-Mayor
Bill Whitney	City Councilmember
Dirk Fulton	School Board member
Shirin Samiljan	School Board member
Jim Erickson	City Manager
Janice Adams	School Superintendent
City Traffic Pedestrian & Bicycle Safety Committee	
Elizabeth Patterson	City Councilmember
Mark Hughes	City Councilmember
Jim Trimble	Police Chief
Dan Schiada	Director of Public Works/Traffic Engineer
Michael Throne	City Engineer

Meeting/Event	Dates
Local SR2S Process Discussion	September 14, 2006 City Council/School Board Liaison Committee
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	October 19, 2006 Traffic Pedestrian and Bicycle Safety (TBPS) Committee, Benicia City Hall Commission Room, 7:00 pm
School Based Training Audit	November 28, 2006 Benicia High School 2:30pm to 5:00pm
Independent School Based Audits Conducted	<ul style="list-style-type: none"> • Jan 30, Benicia Middle School • Late February, Henderson Elementary School • TBD, Semple Elementary School

Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	<ul style="list-style-type: none"> • April 19, 2007
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	<ul style="list-style-type: none"> • July 19, 2007
Local Adoption of SR2S Plan	<ul style="list-style-type: none"> • Liaison Committee Approves Plan, September 2007 • City Council Adoption, October 2007 • School Board Adoption, October 2007

Private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Benicia	Kinder-care Learn Center	75	PK- KG
Benicia	St Dominic Elementary School	336	PK-8

Dixon

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
 - Dixon USD, June 22, 2006
- City Council Meeting, June 27, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Dixon's SR2S Community Task Force		
Position	Name	Title
City Appointment	Mary Ann Courville	Mayor
Public Safety Rep	Tony Welch	Dixon Police Department
School Board Appt.	Chad Koopmeiners	Dixon Unified School District
STA TAC Rep	Royce Cunningham	Dixon City Engineer
STA BAC Rep	James Fisk	Dixon Resident
STA PAC Rep	Michael Smith	Council Member

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting • Introductions, SR2S Process Overview	February 28
School Based Training Audit	March 26 - 30
Independent School Based Audits Conducted	April to September
Second Community Task Force Meeting • STA presents Draft SR2S Plan for initial comments	July 23 - 27
Third Community Task Force Meeting • Present Final SR2S Plan	October 8 - 12
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School Board Adoption, November 2007

Benicia's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Dixon	Neighborhood Christian School	169	PK-8

Fairfield

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - Fairfield/Suisun USD, May 25, 2006
 - Travis USD, May 9, 2006
- City Council Meeting, June 20, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Fairfield's SR2S Community Task Force		
Position	Name	Title
City Appointment	Gian Aggerwal	Planning Commissioner
Public Safety Rep	Fred Wold	Retired-Part time PD
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
Travis USD Rep	Wanona Ireland	Vice President
STA TAC Rep	Gene Cortwright	Director of Public Works
STA BAC Rep	Randy Carlson	Fairfield Resident
STA PAC Rep	Pat Moran	Fairfield Resident

The City of Fairfield coordinates two committees, a “3E’s Committee” which discusses SR2S issues between the City of Fairfield and the Fairfield/Suisun USD and an Ad Hoc Committee which includes representatives of the Solano Community College, the City of Fairfield, Fairfield/Suisun USD, and the Travis USD.

To better facilitate SR2S discussions for Fairfield and Suisun City, both committees will meet together to expedite the study process as well as share the same representative for the Fairfield/Suisun Unified School District.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	April 9 - 13
Independent School Based Audits Conducted	April - October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 13 - 17
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 15 - 19
Local Adoption of SR2S Plan	Fairfield City Council Adoption, November 2007 Fairfield Suisun USD, November 2007 Travis USD, November 2007

Fairfield's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Fairfield	Calvary Baptist School	n/a	-
Fairfield	Children's World Learning Center	24	PK-K
Fairfield	Community United Methodist Kingdom	27	PK-K
Fairfield	Fairfield Montessori	12	KG-KG
Fairfield	Harvest Valley School	79	K-12
Fairfield	Holy Spirit School	357	K-8
Fairfield	Kinder Care Learning Center	19	PK-K
Fairfield	Lighthouse Christian School	64	PK-4
Fairfield	Solano Christian Academy	236	PK-8
Fairfield	St Timothy Orthodox Academy	3	10-11
Fairfield	Trinity Lutheran School	75	K-5
Fairfield	We R Family Christian School	16	PK-3

Rio Vista

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - River Delta USD, June 20, 2006
- City Council Meeting, July 6, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Rio Vista's SR2S Community Task Force - INCOMPLETE		
Position	Name	Title
City Appointment	VACANT	
Public Safety Rep	Bill Bowen	Police Chief
River Delta USD Rep	VACANT	
STA TAC Rep	Brent Salmi	Public Works Director
STA BAC Rep	Larry Mork	Rio Vista Resident
STA PAC Rep		

Task force meetings will be scheduled once all committee appointments are made.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 19 - 23
School Based Training Audit	April 23 - 27
Independent School Based Audits Conducted	May - October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	September 17 - 21
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 29 – November 2
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School District, November 2007

Rio Vista's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Benicia	Kinder-care Learn Center	75	PK- KG
Benicia	St Dominic Elementary School	336	PK-8

Suisun City

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
 - Fairfield/Suisun USD, May 25, 2006
- City Council Meeting, July 18, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Suisun City's SR2S Community Task Force - INCOMPLETE		
Position	Name	Title
City Appointment	VACANT	
Public Safety Rep	VACANT	(possibly Bob Szmurlo, PD)
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
STA TAC Rep	Lee Evans	Temporary Public Works Director
STA BAC Rep	Mike Segala	Councilmember
STA PAC Rep		

To better facilitate SR2S discussions for Fairfield and Suisun City, both committees will meet together to expedite the study process as well as share the same representative for the Fairfield/Suisun Unified School District.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	April 9 - 13
Independent School Based Audits Conducted	May - October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	August 20 - 24
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 22 - 26
Local Adoption of SR2S Plan	City Council Adoption, November 2007 Fairfield Suisun USD, November 2007

Suisun's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Suisun City	Children's World Learning Center	7	KG-KG
Suisun City	Our Christian Scholastic Academy	5	K-8
Suisun City	St Martin's Inc.	8	5-7

Vacaville

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
 - Vacaville USD, May 18, 2006
- City Council Meeting, June 13, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Vacaville's SR2S Community Task Force		
Position	Name	Title
City Appointment	Brett Johnson	Planning Commission Vice Chair
Public Safety Rep	Terry Cates	Vacaville Police Department
School Board Appt.	Larry Mazzuca	VUSD Board Member
STA TAC Rep	Dale Pfeiffer	Public Works Director
STA BAC Rep	Ray Posey	Vacaville Resident
STA PAC Rep	Carol Renwick	Vacaville Resident

The first task force meeting was February 21 at Vacaville's Emergency Operations Center at 5:45pm to 7:30pm. The STA is working with the school district to determine the best school site training audit for Vacaville by attending a principals meeting on March 13, 2007.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 21
School Based Training Audit	Early April
Independent School Based Audits Conducted	April – September
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	June 18 - 22
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	October 1 - 5
Local Adoption of SR2S Plan	City Council Adoption, Oct/November 2007 Vacaville USD, Oct/November 2007

Vacaville's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Vacaville	Bethany Lutheran Ps & Day School	151	K-6
Vacaville	Notre Dame School	338	K-8
Vacaville	Royal Oaks Academy	41	PK-6
Vacaville	Vacaville Adventist	34	K-8
Vacaville	Vacaville Christian Schools	1248	PK-12

Vallejo

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
 - Vallejo USD, May 17, 2006
- City Council Meeting, May 23, 2006

Phase 2 – Community Task Forces – IN PROGRESS

Vallejo's SR2S Community Task Force		
Position	Name	Title
City Appointment	Hermie Sunga	Councilmember
Public Safety Rep	Joel Salinas	Officer
School Board Appt.	Daniel Glaze	Vice President
STA TAC Rep	Gary Leach	Public Works Director
STA BAC Rep	Mick Weninger	Vallejo Resident
STA PAC Rep	Lynn Williams	Vallejo Resident

Vallejo's school site training audit is tentatively scheduled for either March 31 or April 7 at Steffan Manor Elementary. The STA plans to attend three principal meetings on March 1st, 8th, and 14th to aid in the outreach process.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 15
School Based Training Audit	April 21 at Steffan Manor Elementary
Independent School Based Audits Conducted	March – September
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	May 21 – 25
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	September 24 – 28
Local Adoption of SR2S Plan	City Council Adoption, October 2007 School Board Adoption, October 2007

Vallejo's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
Vallejo	Hilltop Christian School	167	PK-8
Vallejo	La Petice Academy	9	PK-K
Vallejo	New Horizons	5	PK-K
Vallejo	North Hills Christian Schools	541	K-12
Vallejo	Reignierd School	84	K-12
Vallejo	St Basil Elementary School	354	PK-8
Vallejo	St Catherine Of Siena School	327	K-8
Vallejo	St Patrick – St. Vincent High School	644	9-12
Vallejo	St Vincent Ferrer School	350	K-8

County of Solano

STA Safe Routes to School (SR2S) Program - Status Report

Phase 1 – Introductory Presentations - COMPLETE

- Solano Community College
- Board of Supervisors Meeting, May 23, 2006

Phase 2 – Community Task Forces – IN PROGRESS

County of Solano Community Task Force Representatives		
Position	Name	Title
Solano Community College	Maize Brewington	Vice President of Administrative and Business Services
North County Rep	VACANT	
South County Rep	VACANT	

Although private schools cannot receive funding from certain public funding sources, improvements made within the public right-of-way can be funded. There are many private schools in Solano County that are not represented by public school districts.

County of Solano representatives will serve on several Community Task Forces representing schools and residents not located within public school districts or within city boundaries.

The SR2S Steering committee recognized that the recommended public input process would not properly address the SR2S needs of private institutions that draw students countywide. **The SR2S Steering committee recommended that if private institutions wished to be involved in the SR2S process, it would be up to the jurisdiction that has public right-of-way around that institution to aid in conducting a walking audit for inclusion in the locally adopted SR2S plans and the STA Countywide SR2S Plan.**

Walking audit information collected from private schools will be incorporated into the local area's SR2S Plan. Private institutions will be invited to the Safe Routes to School training audit in their area to aid them in conducting a future walking audit.

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DATE: March 5, 2007
 TO: STA Board
 FROM: Sam Shelton, Assistant Project Manager
 RE: Project Delivery Update

Background:

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

Discussion:

The TAC was reminded of six project deadlines at their February 28th meeting:

1. Final Federal Obligation Plan Federal Fiscal Year (FFY) 2006-07 for Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds:

- Send E-76 Request to Caltrans by March 1, 2007
- Receive E-76 by May 31, 2007.

Projects on MTC's FY 2006/07 Federal Obligation List		
Agency	TIP ID	Project
Benicia	SOL050014	Columbus Parkway Rehabilitation (reprogrammed to Benicia - West "K" St Rehab)
Dixon	SOL050051	North Fourth Street and East "A" Street Rehabilitation (submitted E-76 request)
Fairfield	SOL010023	Hilborn Road Rehabilitation (submitted E-76 request)
Fairfield	SOL050033	Linear Park Trail (will submit E-76 request)
Solano County	SOL010024	Various Streets and Rehabilitation (submitted E-76 request)
Solano County	SOL050024	Vacaville-Dixon Bike Route (submitted E-76 request)
Suisun City	SOL050053	Sunset Avenue Rehabilitation (submitted E-76 request)
Vacaville	SOL050027	Centennial Bike Way (submitted E-76 request)

Vacaville	SOL050054	Dobbins St and East Monte Vista Rehabilitation <i>(will submit E-76 request by end of May)</i>
Vallejo	SOL050023	Vallejo Station Pedestrian Links <i>(will submit E-76 request)</i>

2. State Transportation Improvement Program (STIP) FY 2006-07 and 2005-06 extended project allocation request deadlines

Per MTC Resolution 3606, projects programmed in the current fiscal year of the STIP must be allocated in that fiscal year. Project sponsors that will need to request an allocation extension will need to submit not only an allocation extension request to MTC and Caltrans, but also project status for all projects programmed with federal and state money by that agency.

Projects previously extended that require STIP allocation from CTC by April

- Submit allocation request to MTC and Caltrans Local Assistance no later than February 20, 2007 to receive allocations by April 25-26, 2007

Agency	Project	STIP FY 2006-07 Funds
Fairfield	Downtown Pedestrian Project (Allocation Request Submitted)	\$350,000 CON

Projects that require STIP allocation from CTC by June

- Submit allocation request to MTC and Caltrans Local Assistance no later than April 2, 2007 to receive allocations by June 6-7, 2007

Dixon	Dixon Intermodal Facility (Allocation Request Submitted)	\$543,000 PS&E
Vallejo	Ferry Maintenance Facility	\$425,000 CON

3. Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months.

December 2006 Inactive Projects (10/01/06 to 12/31/06)

- Submit an invoice by February 9, 2007 or
- Submit a justification form to Caltrans Local Assistance by March 1, 2007.

Agency	Project	Unexpended Funds
Benicia	WB Route 780 at E. 2 nd St, On/Off Ramps, Install Traffic Signals (Final Report Resubmitted)	\$10,000

Projects that will become inactive by March 2007

Vallejo	Downtown Vallejo Square, Pedestrian Enhancements/Landscape (Final Invoice Resubmitted)	\$586,839
Vacaville	Alamo Creek, North side from Alamo to Marshall Rd, Ped/Bike Path (Final Report to be submitted)	\$111,514

4. SAFETEA-LU update Transportation Improvement Program (TIP) Amendment
The MTC 2007 TIP adopted in October 2006 has not been adopted by FHWA as SAFETEA-LU compliant. MTC is working with FHWA to resolve this SAFETEA-LU compliance problem. However, if MTC does not receive this certification from FHWA, the 2007 TIP will be locked down starting July 1, 2007. No new projects or new project phases will be added to the TIP until MTC either resolves its SAFETEA-LU compliance problems by July 1, 2007 or creates a new SAFETEA-LU compliant TIP in February 2009. This lockdown includes anything that needs to be listed in the TIP for federal funding reasons or projects that will require a federal action before February 2009, such as NEPA procedures.

As of January 5, 2007, FHWA and MTC have come to an agreement that administrative amendments can be made to the TIP during the formal amendment process, prior to July 1, 2007. Administrative amendments are small changes to existing TIP listed projects that do not change the funding amounts for a project by more than 20% of the total project cost or \$2 million.

5. MTC Project Delivery Working Group tasks:
MTC's Project Delivery Working Group (PDWG) is an MTC forum for discussing regional project delivery issues at the Congestion Management Agency project manager level. These meetings usually discuss current project delivery deadlines and procedure updates. At their next meeting, the PDWG will discuss ways to improve the project delivery process, such as the possibility of tracking project delivery deadlines for each project (allocation, obligation, and inactive project deadlines, etc.). Please forward any additional suggestions to the STA at the February 28th TAC meeting for consideration at the next PDWG meeting.
6. Proposed STA Project Delivery Working Group:
Between conversations with individual project managers and programming staff at MTC and Caltrans, the STA intends to create a local Project Delivery Working Group composed of agency project managers. This group will be responsible for guiding the creation of a comprehensive project delivery guidance document (which will include all funding sources and programming steps between being approved in a transportation plan to project close out and subsequent project monitoring). This group will also update STA staff on the status of federal and state funded projects to make sure that funding deadlines are met. STA staff proposes that this group meet quarterly as well as receive "Project Delivery Update" STA staff reports at the same time as the TAC packet release.

The first STA Project Delivery Working Group meeting is proposed to be scheduled on the Monday or Tuesday preceding the TAC. TAC members are asked to nominate agency representatives at the project manager level to attend these meetings. Other project managers with questions are also welcome to attend.

Recommendation:
Informational.

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DATE: March 5, 2007
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2007

Discussion:

Attached is the updated STA Board meeting schedule for calendar year 2007.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2007



Solano Transportation Authority

STA BOARD MEETING SCHEDULE
Calendar Year 2007

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING –SUMMER RECESS			
September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 14	6:00 p.m.	STA 10 th Annual Awards	Vallejo - TBD	Confirmed
December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed



DATE: March 1, 2007
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund Program	Jim Antone YSAQMD (530) 757-3653	March 16, 2007
Safe Routes to Transit (SR2T) Program	Carli Paine TALC (510) 740-3150	April 3, 2007



FUNDING OPPORTUNITY

2007-08 YSAQMD Clean Air Funds (CAF) Program

Due March 16 2007

TO: STA Board
FROM: Robert Guerrero, Senior Planner

This summary of the 2007-08 YSAQMD Clean Air Fund 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 of Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.

Program Description: The YSAQMD Clean Air Funds (CAF) Program provides grants to local agencies to implement various clean air projects including transit, and bicycle routes.

Funding Available: Approximately \$420,000 is historically available.

Eligible Projects: Clean air vehicles, transit routes, bicycle routes, pedestrian paths, clean air programs, and ridesharing. This discretionary program funds various clean air projects that result in reduction of air emissions. The District will require Emission Reduction and Cost Effectiveness Calculations for projects that receive more than \$10,000 in District Clean Air Funds.

Further Details: <http://www.ysaqmd.org/incentive-caf.php>

Program Contact Person: Jim Antone,
YSAQMD
(530) 757-3653

STA Contact Person: Robert Guerrero, Senior Planner, (707) 424-6075



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Further Details: <http://www.ysaqmd.org/incentive-caf.php>

Program Contact Person: Jim Antone,
YSAQMD
(530) 757-3653

STA Contact Person: Robert Guerrero, Senior Planner, (707) 424-6075



FUNDING OPPORTUNITY

Safe Routes to Transit Program (SR2T)

Due April 3, 2007

TO: STA Board
FROM: Robert Guerrero, Senior Planner

This summary of the Safe Routes to Transit (SR2T) 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 Counties in the Bay Area.

Program Description: This program promotes bicycling and walking to transit stations.

Funding Available: \$4 million will be allocated on a competitive grant basis from Regional Measure 2 funds.

Eligible Projects: Safe Routes to Transit Program eligible projects include:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit Stations/stops/pods
- Removal of ped/bike barriers near transit stations
- System wide transit enhancements to accommodate bicyclists or pedestrians

Projects must have a “bridge nexus”, meaning that SR2T projects must reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods.

Further Details: Additional information regarding the Safe Routes to School program can be found at:
http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html#about

Program Contact Person: Carli Paine, Transportation and Landuse Coalition (TALC), (510) 740-3150

STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075

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