



Solano Transportation Authority

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Members:

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

MEETING NOTICE

Wednesday, July 9, 2008

STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

5:00 p.m. Closed Session
6:00 p.m. Regular Meeting

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

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

ITEM

BOARD/STAFF PERSON

I. CLOSED SESSION:

(5:00 - 6:00 p.m.)

PERSONNEL CLOSED SESSION pursuant to California Code Section 549547 et seq.; Executive Director Performance Review

II. CALL TO ORDER – CONFIRM QUORUM

Chair Woodruff

(6:00 p.m.)

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

V. OPPORTUNITY FOR PUBLIC COMMENT

(6:00– 6:05 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 Masiclat, 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

Ed Woodruff Chair City of Rio Vista	Jim Spering Vice Chair County of Solano	Elizabeth Patterson City of Benicia	Mary Ann Courville City of Dixon	Harry Price City of Fairfield	Pete Saichéz City of Suisun City	Len Augustine City of Vacaville	Osby Davis City of Vallejo
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STA BOARD ALTERNATES

Jan Vick	Mike Reagan	Alan Schwartzman	Jack Batchelor, Jr.	Chuck Timm	Mike Segala	Steve Wilkins	Tom Barte
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VI. EXECUTIVE DIRECTOR'S REPORT

(6:05 – 6:10 p.m.)

Pg. 1

VII. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA

(6:10 – 6:30 p.m.)

A. MTC Report

B. Caltrans Report

C. STA Report

1. Proclamation of Appreciation:

City of Vacaville's Dale Pfeiffer

Chair Woodruff

2. State Route (SR) 12 Safety Plan Update

Robert Macaulay

3. Status Update of Options to Address Vallejo

Daryl Halls

Transit's Request for Assistance in Addressing Operations Shortfalls for the Baylink Ferry and Local Transit

4. SolanoExpress Route 30 Service Change

Liz Niedziela

George Fink

VIII. 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 Meeting Minutes of June 11, 2008

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of June 11, 2008.

Pg. 7

B. Review TAC Draft Minutes for the Meeting of June 25, 2008

Johanna Masiclat

Recommendation:

Receive and file.

Pg. 17

C. Pedestrian Advisory Committee (PAC) By-Laws

Charles Lamoree

Recommendation:

Approve amending the PAC by-laws from:

A quorum shall consist of the majority of the PAC members of the Cities, the County, member at large, and organizational members. (As presently in the by-laws)

To:

A quorum shall consist of the majority of the PAC members of the Cities, the County, and Members at Large. (As recommended by the BAC/PAC subcommittee)

Pg. 23

- D. Solano Pedestrian Advisory Committee (PAC) Member Appointments** Sara Woo
Recommendation:
Appoint City of Benicia's Carol Day and City of Fairfield's Erica Gallegos to the Pedestrian Advisory Committee for a three-year term.
Pg. 25
- E. Fiscal Year (FY) 2008-09 Indirect Cost Allocation Plan (ICAP) Application** Susan Furtado
Recommendation:
Approve the ICAP Rate for FY 2008-09 and authorize the Executive Director to submit the ICAP application to Caltrans.
Pg. 31
- F. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status – June 2008** Elizabeth Richards
Recommendation:
Approve the June 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.
Pg. 33
- G. Lifeline Program Call for Projects** Elizabeth Richards
Recommendation:
Approve the following:
 - 1. Authorize the Executive Director to issue a call for Lifeline Projects; and*
 - 2. Authorize the STA Chair to appoint two Lifeline Advisory Committee members who represent the child care community and the Paratransit Coordinating Council.***Pg. 35**
- H. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2008-09 Work Program** Judy Leaks
Recommendation:
Approve the Solano Napa Commuter Information Work Program for FY 2008-09.
Pg. 39
- I. State Route (SR) 12 Jameson Canyon Bicycle and Pedestrian Corridor Plan - Bay Area Ridge Trail Grant Application** Sara Woo
Recommendation:
Approve the following:
 - 1. Authorize the Executive Director to enter into an agreement with the California Coastal Conservancy to accept the Bay Area Ridge Trail Grant;*
 - 2. Authorize the Executive Director to issue a Request for Proposals for the SR 12 Jameson Canyon Bicycle and Pedestrian Corridor Plan; and*

3. *Authorize the Executive Director to enter into an agreement with selected consultant for an amount not to exceed \$55,000.*

Pg. 43

J. Federal 5310 Program

Liz Niedziela

Recommendation:

Adopt Resolution No. 2008-06 authorizing the Executive Director to sign and certify that no non-profit corporations or associations are readily available in the service area to provide the propose service.

Pg. 59

K. DKS Associates Contract Amendment for a Financial Assessment of Vallejo Transit

Elizabeth Richards

Recommendation:

Authorize the Executive Director to amend the consultant contract with DKS Associates in an amount not to exceed \$24,900 with a contract time extension until January 31, 2009 for the purpose of completing a Financial Assessment of Vallejo Transit.

Pg. 63

L. Comprehensive Transportation Plan (CTP) Subsidiary Studies Scope of Work

Robert Macaulay

Recommendation:

Approve the CTP Subsidiary Studies Scope of Work as shown in Attachments A, B, and C.

Pg. 69

IX. ACTION FINANCIAL ITEMS

A. Proposed Compensation Changes for Executive Director

Chair Woodruff

Recommendation:

Approve compensation changes as specified in Attachment A, Amendment No. 9 to Executive Director's Employment Agreement. (6:35 – 6:40 p.m.)

Pg. 79

B. Fiscal Year (FY) 2008-09 Budget Revisions and Proposed Budget FY 2009-10

Susan Furtado

Recommendation:

Approve the following:

1. *Adopt FY 2008-09 Budget Revision as shown in Attachment A;*
2. *Adopt FY 2009-10 Proposed Budget as shown in Attachment B;*

3. *Approve the 3.0% COLA for STA staff for FY 2008-09 as included in the budget; and*
4. *Approve the following modifications to STA Job Classifications:*
 - a. *Modifying Job Classification and Salary Range of Director of Projects to Deputy Director/Director of Projects;*
 - b. *Modification of Salary Range for Director of Transit and Rideshare Services;*
 - c. *Establishment of a Project Manager Position; and*
 - d. *Establishment of a Part-time Marketing Assistant Position.*

Susan Furtado

(6:40 – 6:55 p.m.)

Pg. 79

C. Authorization to Initiate Feasibility Study for Regional Transportation Impact Fee

Daryl Halls

Recommendation:

Approve the following:

1. *Authorize the Executive Director to initiate a feasibility study to examine potential options and benefits regarding the initiation of a regional traffic impact fee;*
2. *Authorize the Executive Director to issue a Request for Qualifications to conduct a feasibility study;*
3. *Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$75,000; and*
4. *Authorize the STA Chair to form an advisory committee comprised of members of Arterials, Highways and Freeways Committee, the SR 12 Steering Committee, and the SR 113 Steering Committee.*

(6:55 – 7:05 p.m.)

Pg. 87

D. Solano Paratransit Funding and Services Agreement and Solano Paratransit Assessment Study

Elizabeth Richards

Recommendation:

Authorize the Executive Director to:

1. *Extend the agreement for FY 2008-09 with the City of Fairfield to operate Solano Paratransit;*
2. *Allocate \$192,000 of FY 2008-09 STAF funds for Solano Paratransit operating costs;*
3. *Apply the existing cost-sharing formula for FY 2008-09;*
4. *Direct staff to initiate a study to evaluate the existing Solano Paratransit service and to identify and evaluate alternate service delivery options to be completed by January 2009;*
5. *Allocate \$60,000 of STAF/Solano funds for the Solano Paratransit Assessment and Alternatives Feasibility Study;*

6. *Release a Request for Proposals for the Solano Paratransit Assessment and Alternatives Feasibility Study and execute a contract with a consultant for the Solano Paratransit Assessment and Alternatives Feasibility Study for an amount not to exceed \$60,000.*

(7:05 – 7:15 p.m.)

Pg.91

X. ACTION NON-FINANCIAL ITEMS

A. Community Based Transportation Plans (CBTP) – Vallejo and Cordelia/Fairfield/Suisun City

Liz Niedziela

Recommendation:

Approve the following:

1. *Adopt the Vallejo Community Based Transportation Plan;*
and
2. *Adopt the Cordelia/Fairfield/Suisun City Community Based Transportation Plan.*

(7:15 – 7:30 p.m.)

Pg. 95

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

Robert Guerrero

Recommendation:

Approve the following:

1. *Adopt the North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan;*
2. *Select Theme 2 – Stone and Wood option for as the North Connector design theme as illustrated in Attachment C;*
and
3. *Authorize STA staff to assist the County of Solano and City of Fairfield to adopt and implement the North Connector Transportation for Livable Communities Corridor Concept Plan.*

7:30 – 7:35 p.m.)

Pg. 98

C. Jepson Parkway Project – Implementation Plan

Janet Adams

Recommendation:

Authorize the Executive Director to develop the Jepson Parkway Project Implementation Plan.

(7:35 – 7:40 p.m.)

Pg. 102

D. Legislative Update

Jayne Bauer

Recommendation:

Approve the specified positions on the following items:

- *AB 2546 (De La Torre), Air Toxics “Hot Spots” Information and Assessment Act of 1987; Railyards - Oppose*

- AB 2558 (Feuer), Climate change mitigation and adaptation fee - Support with amendments
- SB 303 (Ducheny), Local government; land use planning – Watch
- SB 1422 (Lowenthal), High Speed Rail Authority - Support
- SB 1429 (Perata), Bay Area state-owned toll bridges - Watch

(7:40 – 7:45 p.m.)

Pg. 108

E. Comprehensive Transportation Plan (CTP) Committee Meeting Report

Robert Macaulay

Recommendation:

Approve the following:

1. Adopt the Purpose Statement and Goals for the Transit Element included as Attachment D; and
2. Adopt the Purpose Statement and Goals for the Arterials, Highways and Freeways Element included as Attachment E.

(7:45 – 7:50 p.m.)

Pg. 208

XI. INFORMATIONAL ITEMS – NO DISCUSSION

A. SolanoExpress Route 30 Service Change

Liz Niedziela
George Fink

Informational

Pg. 223

B. Regional Transportation Plan (RTP) T2035 Priorities

Robert Macaulay

Informational

Pg. 227

C. I-80 Construction Public Outreach

Jayne Bauer

Informational

Pg. 239

D. Capitol Corridor - Quarterly Report

Robert Macaulay

Informational

Pg. 247

E. State Route (SR) 12 Status Update

Robert Macaulay

Informational

Pg. 249

F. Project Delivery Update

Sam Shelton

Informational

Pg. 253

- G. Solano County Pedestrian Priority Projects – Status** Sara Woo
Informational
Pg. 259
- H. Solano County Bicycle Priority Projects – Status** Sara Woo
Informational
Pg. 266
- I. Funding Opportunities** Sara Woo
Informational
Pg. 276
- J. STA Board Meeting Schedule for 2008** Johanna Masiclat
Informational
Pg. 282

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, September 10, 2008, 6:00 p.m., Suisun City Hall Council Chambers.**



MEMORANDUM

DATE: July 1, 2008
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –July 2008

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.

Consideration of STA Budget for FY 2008-09 and FY 2009-10.*

STA's Susan Furtado has prepared the revised STA budget for FY 2008-09 and the proposed budget for FY 2009-10. The FY 2008-09 budget has been increased to \$33.24 million and includes funding regarding the STA budget reserve account and insurance reserve account contributions consistent with Board policy direction, cost of living adjustments for agency staff, modifications to the job classifications and/or salary ranges for four positions to ensure adequate staff resources in the areas of project delivery, transit coordination and providing public information. The proposed FY 2009-10 budget of \$36.38 million is being introduced to the Board for the first time and is balanced with the assumption that \$598,000 in STIP funds can be swapped successfully to ensure STA's project delivery activities.

STA Engages the Public on Forthcoming Projects

During the month of June, the STA hosted or co-hosted several public information meetings and workshops on several forthcoming projects. Two public meetings were held for the I-80 Construction outreach effort with the www.Pave80.com website now up and running. On June 5th, a public scoping meeting was held for the I-80 Cordelia Truck Scales Relocation Project. On June 18th, the STA and Caltrans co-hosted the groundbreaking ceremony for the I-80 HOV lanes project.

Fairfield City Council Considers Moving Train Station Site

On June 2, 2008, I attended Fairfield City Council public study session on this topic where the City Council provided Fairfield staff direction to explore an alternative site for the proposed Fairfield/Vacaville Train Station and to contact the City of Vacaville, STA, and the Capitol Corridor Joint Powers Authority regarding the opportunities and constraints associated with both the current site and the alternative site. On June 26, 2008, the STA received a letter from the City of Fairfield's Public Works Director, Gene Cortright, requesting the STA respond to a series of questions pertaining to the City of Fairfield's consideration of an alternative site for the proposed Fairfield/Vacaville Train Station. The current site is located at the intersection of Peabody, Vanden and Cement

Hill and was identified as the preferred site by both the Cities of Fairfield and Vacaville and established as both the preferred site by the STA. Subsequently, the current site near Peabody and Vanden was established as the STA's number 1 priority for future CCJPB rail service and for federal and state funding. Through the collective efforts of the cities of Fairfield and Vacaville and the STA, a total of \$31.5 million has been obtained for this project. A total of \$2.4 million has been expended to date on the current project site. Of the remaining \$29 million of programmed funds, the STA programmed \$4 million in State Transportation Improvement Program (STIP) funds and in partnership with CCJPB and MTC is the project sponsor for \$20.1 million in Regional Measure 2 funds. The alternate site was also previously studied by the City of Fairfield and the STA before selection of the current site. This alternative site is located approximately ½ miles east on Vanden Road.

Staff discussed the Fairfield letter with the STA Executive Committee on June 30th and is in the process of preparing a response letter to the City of Fairfield. The City of Fairfield has forwarded similar letters to the City of Vacaville, a joint funding partner in the construction and operation of the Fairfield/Vacaville Train Station, and the CCJPB, the entity responsible for managing the Capitol Corridor's Intercity Rail Service.

North Connector TLC Plan *

STA has partnered with the City of Fairfield and the County of Solano to develop the North Connector Transportation for Livable Communities (TLC) Plan. This plan marks the second corridor based TLC plan prepared by the STA in partnership with local communities. The Jepson Parkway Concept Plan was prepared in 2000 and was the first TLC corridor based plan for Solano County and the first corridor based TLC plan funded in the Bay Area through the Metropolitan Transportation Commission's (MTC) regional TLC program. The North Connector TLC Plan was funded by STA through its Transportation – Planning Land Use Strategies (T-PLUS) program. The Plan strives to integrate the improved transportation project with the current and planned land uses traversed by the project.

Jepson Parkway Project Implementation Plan *

With the release of the environmental document for the Jepson Parkway Project, staff is preparing for the design and construction of the next phase of the project. The STA has already dedicated \$30 million in funds toward the construction of this project and has adopted a 50% STA/50% local policy for funding projects such as the Jepson Parkway. The currently available funds for the project are adequate to fully construct one or more segments of the project once the environmental document is certified by the STA Board in early 2009. STA staff would like to get the current funds to use to fund at least one segment and is requesting Board authorization to develop a Jepson Parkway Project Implementation Plan to start this process.

Solano Paratransit Funding Agreement Process Reveals Need for Follow-up Assessment Study *

As part of this month's Board meeting, staff has agendaized the Solano Paratransit Funding Agreement for FY 2008-09. The City of Fairfield's projected costs to operate

this service has jumped significantly and due to the recently flat level of Transit Development Act (TDA) funds available to each city to fund this service, each funding partner is concerned about the ability to cover the growing operating costs for Solano Paratransit. In order to address the projected \$192,000 increase (31%) in Solano Paratransit service for FY 2008-09, STA staff proposed providing \$192,000 in one time State Transit Assistance Funds (STAF) to help the four cities (Dixon, Fairfield, Vacaville and Suisun City) and the County of Solano fully cover the cost of the service this year without significantly increasing their TDA contributions or affecting their local transit service. Concurrently, the STA staff is recommending that an assessment of Solano Paratransit be conducted during the first six months of this fiscal year to identify the basis for the service cost increases and options for providing modified service or for funding the service.

Ferry Riders Embrace SolanoExpress/Regional Measure 2 Marketing Plan

In June, STA's Solano Napa Commuter Information (SNCI) Program staff launched the Regional Measure 2 (RM 2)/SolanoExpress marketing plan in partnership with the transit staff from Benicia, Dixon, Fairfield and Vacaville. The initial effort to promote weekend ridership on the Baylink Ferry was met with enthusiastic interest by current and new ferry riders with over 500 individuals contacting SNCI via the internet and the telephone the first two weeks to take advantage of the Baylink Ferry Weekender 2 for 1 offer. In July, the SolanoExpress Bus portion of the marketing campaign will begin with the availability of free ten (10) day ride passes for individuals to ride any of the SolanoExpress routes funded by RM 2 (Routes 40, 80, 85 and 90). These RM 2 marketing funds were obtained the STA and Vallejo Transit through a competitive grant offered by MTC. STA is working to offer a similar marketing campaign for Route 20 and 30 using STAF funds dedicated to SolanoExpress marketing.

CBO Studies Identify Lifeline Program Priorities*

STA is on the process of preparing to issue a call for projects for over \$4 million in new Lifeline Program funds for Solano County established at the regional level by the Metropolitan Transportation Commission (MTC). These funds cover a three year period beginning in FY 2008-09 and are targeted for investment on projects and programs to service low income communities. The STA has previously established a Lifeline Advisory Committee to review and provide recommendations to the STA Board pertaining to the allocation of these Lifeline Program funds. Over the past six months, STA staff has been working with the communities of Vallejo and Cordelia/Fairfield/Suisun City and two complete their Community Based Organizational Studies (CBOs). The CBOs have been designated by the STA to serve as the primary planning documents for the prioritization of Lifeline Program funds. The Dixon CBO study was previously completed and CBO studies are being prepared in FY 2008-09 for East Fairfield and Vacaville.

Attachment:

- A. STA Acronyms List of Transportation Terms

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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	SRTIP	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	TCRP	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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SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
June 11, 2008

I. CALL TO ORDER

Chair Woodruff called the regular meeting to order at 6:10 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

	Eddie Woodruff (Chair)	City of Rio Vista
	Mike Reagan (Alternate Member)	County of Solano
	Elizabeth Patterson	City of Benicia
<i>Arrived at 6:12 p.m.</i>	Harry Price	City of Fairfield
	Pete Sanchez	City of Suisun City
	Len Augustine	City of Vacaville
<i>Arrived at 6:25 p.m.</i>	Osby Davis	City of Vallejo

MEMBERS

ABSENT:

Mary Ann Courville	City of Dixon
Jim Spring (Vice Chair)	County of Solano

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
Liz Niedziela	Transit Manager/Analyst
Judy Leaks	Program Manager/Analyst
Susan Furtado	Financial Analyst/Accountant
Jayne Bauer	Marketing and Legislative Program Manager
Robert Guerrero	Senior Planner
Sam Shelton	Assistant Project Manager
Nancy Abruzzo	Administrative Assistant

ALSO

PRESENT: *In Alphabetical Order by Last Name:*

Randy Carlson	Resident, City of Fairfield
James Corless	MTC
Gene Cortright	City of Fairfield
Edwin Gato	City of Vallejo
Dan Kasperson	City of Suisun City
Jeff Knowles	City of Vacaville
Duane Kromme	Resident, City of Fairfield
Gary Leach	City of Vallejo
Mary Lenihan	City of Vallejo
Wayne Lewis	City of Fairfield
Crystal Odum-Ford	City of Vallejo
Dan Schiada	City of Benicia
David Siruno	Resident, City of Vacaville
Rob Sousa	City of Benicia
Jan Vick	Councilmember, City of Rio Vista
Paul Wiese	County of Solano

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- Pave I-80 Kick Off Event Planned to Celebrate Start of I-80 HOV Lanes Construction
- Revisiting Funding Plan to Initiate SolanoExpress Service on I-780 Corridor
- Vallejo Transit to Present Summary of Transit Funding Shortfalls
- Adoption of RM 2 and Intercity Funding Agreements to Fund SolanoExpress
- Funding of Countywide Transit Studies and priorities Through STAF
- Introduction of New Lifeline Program

Mayor Price arrived at the meeting at 6:12 p.m.

VI. COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:

A. MTC Report:

James Corless presented the I-80 Smarter Growth Study.

Mayor Osby Davis arrived the meeting at 6:25 p.m.

B. Caltrans Report:

Janet Adams provided a progress report on I-80 Public Outreach and announced that the Pave 80 Project now has its own homepage www.pave80.com. She also announced the two (2) upcoming Public Outreach meetings in Fairfield (June 18th) and Vacaville (June 19th).

C. STA Report :

1. Crystal Odum-Ford, City of Vallejo, Transportation Superintendent, provided a presentation on Vallejo Transit's Fiscal Operating Shortfall. At the request of Board Member Davis, the STA Board directed staff to work with Vallejo Transit staff to identify options to address funding shortfalls for the Baylink Ferry and Vallejo's Local Transit Systems.
2. Judy Leaks presented the Bike to Work/School Week Wrap up. She gave recognition to the Bike to Work Team.
3. Elizabeth Richards provided overview of the New Lifeline Program.
4. Robert Macaulay provided update on State Route (SR) 12.

VII. CONSENT CALENDAR

On a motion by Board Member Augustine, and a second by Board Member Price, the STA Board approved Consent Calendar Items A thru R.

A. STA Board Meeting Minutes of May 14, 2008

Recommendation:

Approve STA Board Meeting Minutes of May 14, 2008.

B. Review TAC Draft Minutes for the Meeting of May 28, 2008

Recommendation:

Receive and file.

C. Fiscal Year (FY) 2007-08 Final Budget Revisions

Recommendation:

Approve adoption of the FY 2007-08 Final Budget Revision as shown in Attachment A.

D. Request for Qualifications for State Legislative Advocacy Services

Recommendation:

Approve the following:

1. Authorize the Executive Director to issue a Request for Qualifications (RFQ) for state legislative advocacy services as outlined in the Scope of Work (Attachment A) for the period October 1, 2008 through September 30, 2010; and
2. Authorize staff to work with the STA Executive Committee to review and select a consultant candidate and bring a recommendation to the STA Board for a State Legislative Advocacy Services Agreement for the period October 1, 2008 through September 30, 2010.

E. Contract Amendment for Transit and Funding Consultant - Nancy Whelan Consulting

Recommendation:

Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2009 for an amount not to exceed \$58,500.

- F. Contract Amendment for Transit Project Management Consultant - John Harris**
Recommendation:
 Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until June 30, 2009 for an amount not to exceed \$28,000.
- G. Contract Amendment for Fiscal Year (FY) 2008-09 for Marketing Consultant Services - Moore Iacofano Goltsman (MIG)**
Recommendation:
 Approve Contract Amendment No. 2 with Moore Iacofano Goltsman (MIG) for STA marketing services for FY 2008-09.
- H. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status – May 2008**
Recommendation:
 Approve the May 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.
- I. Federal Section 5310 Grant Application and Local Match for Solano Paratransit Bus Replacement**
Recommendation:
 Approve the following:
 1. Adopt Resolution No. 2008-05 authorizing the Executive Director to submit an application for Caltrans' Federal Section 5310 for \$300,000 for the five (5) Solano Paratransit replacement buses; and
 2. The allocation of \$34,410 State Transit Assistance Funds (STAF) for the required 11.47% local match.
- J. Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2008-09**
Recommendation:
 Approve the following:
 1. The FY 2008-09 Unmet Transit Needs response as specified in Attachment B; and
 2. Authorize the Executive Director to submit the FY 2008-09 Unmet Transit Needs response to MTC.
- K. Intercity Transit Funding (ITF) Year-End Reconciliation Procedure for Fiscal Year (FY) 2006-07**
Recommendation:
 Approve the following:
 1. Adopt the procedure outlined in this report for mid-year budget adjustments and year end reconciliation for the Intercity Transit Funding Agreement; and
 2. Apply the year end reconciliation procedure to the FY 2006-07 Intercity Transit Funding agreement and incorporating FY 2006-07 adjustments to the subsidy amounts due in FY 2008-09.
- L. Accept Green Valley Bridge Widening Project as Complete**
Recommendation:
 1. Accepting the Green Valley Creek Bridge Widening Project as complete; and
 2. Direct Executive Director to file a Notice of Completion with the County's Recorder's Office.

M. Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds Committee Recommendation for Fiscal Year (FY) 2008-09

Recommendation:

Support the YSAQMD Clean Air Funds Committee recommendation for the allocation of \$420,000 in YSAQMD funds for FY 2008-09 as specified in Attachment A.

N. Approval of STA Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10

Recommendation:

Approve the STA Overall Work Plan for FY 2008-09 and FY 2009-10 as specified in Attachment A.

O. Regional Measure (RM 2) Bridge Toll Transit Operating Funding

Recommendation:

Approve the following:

1. Authorize Fairfield/Suisun Transit to claim \$711,035 in FY 2008-09 RM 2 Transit Operating funds for the operations of SolanoExpress Routes 40 and 90; and
2. Authorize Vallejo Transit to claim \$1,217,465 in FY 2008-09 RM 2 Transit Operating funds for operations of SolanoExpress Routes 70, 80, and 85.

P. Local Match for Regional Transportation for Clean Air (TFCA) Grant Submittal for Safe Routes to School Program

Recommendation:

Authorize the Executive Director to program up to \$100,000 of Transportation Enhancements (TE) funding as a 10% match to a potential \$1,000,000 Regional TFCA grant request for the Safe Routes to School Program.

Q. Regional Measure 2 (RM 2) Transit Marketing Plan Implementation

Recommendation:

Authorize the Executive Director to enter into the following contracts:

1. For freeway electronic billboard advertising in amounts not to exceed \$45,000;
2. For Baylink Ferry Daypasses in an amount not to exceed \$35,000; and
3. For 10-ride tickets on RM 2 funded SolanoExpress routes not to exceed \$100,000.

R. 2030 Napa-Solano Travel Demand Model Phase 2 Adoption

Recommendation:

Adopt the 2030 Napa-Solano Travel Demand Model Phase 2.

VIII. ACTION – FINANCIAL ITEMS

- A. Funding and Implementation Plan for SolanoExpress Route (Rt.) 70 Service**
Elizabeth Richards reviewed the funding and implementation plan being developed and incorporated for Rt. 70 into the FY 2008-09 Intercity Transit Funding Agreement. She reviewed the proposed funding plan for SolanoExpress Rt. 70 for FY 2008-09 and described how it was consistent with the overall Intercity Transit Funding Agreement.

Public Comments:

None Presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

1. The funding plan for SolanoExpress Rt. 70 for FY 2008-09; and
2. Authorize the Executive Director to enter into a management agreement with Vallejo Transit to operate Rt. 70.

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

B. Fiscal Year (FY) 2008-09 Intercity Transit Funding (ITF) Agreement

Elizabeth Richards distributed and reviewed the revised (May 27, 2008) version of the summary of FY 2008-09 Cost Sharing with FY 2006-07 Reconciliation. The summary was based on FY 2008-09 proposed baseline without Rio Vista participating, Rt. 30 Service Additions, RM 2 Reallocation for eligible routes, and Rt. 85 Lifeline Funds at \$125,000.

Public Comment:

None presented.

Board Comment:

Board Member Patterson requested staff to elaborate on the issues of distribution of TDA funds for I-780 Corridor services. Elizabeth Richards responded that Benicia Breeze was expected to operate in the I-780 corridor July 1 through September starting in the 2nd quarter of the fiscal year when Vallejo Transit operated SolanoExpress Rt. 70 would start along this corridor. She noted specifically how the TDA funds were going to be claimed by Vallejo and Benicia was still under discussion and staffed planned to follow-up and come back to the Board with further details.

Daryl Halls added staff was recommending that Route 75 would be funded the first quarter and the new express bus Rt. 70 would be funded through the remaining nine months of the fiscal year.

Recommendation:

Approve the following:

1. The Intercity Transit Funding cost-sharing scenario as specified in Attachment B;
2. Prioritize \$125,000 of Lifeline/State Transit Assistance Fund (STAF) funds for Vallejo Transit Rt. 85 for two years; and
3. Authorize the Executive Director to enter into an intercity transit funding agreement with the Cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville and Vallejo, and the County of Solano.

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

C. State Transit Assistance Funds (STAF) Allocation for Fiscal Year (FY) 2008-09

Elizabeth Richards reviewed the FY 2008-09 Solano STAF Initial Projects and Programs list which included STAF funding for STA Transit Coordination Management, Lifeline, and CTP studies consistent with STA Board's Overall Work Plan for FY 2008-09.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the allocation of STAF for Fiscal Year (FY) 2008-09 as specified in Attachment A.

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

D. Safe Routes to School (SR2S) Pilot Engineering Program Grants

Sam Shelton reviewed and summarized the STA's Allocation of Eastern Yolo Solano Congestion Mitigation and Air Quality (ECMAQ) Funding; Request for Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds, and SR2S Pilot Engineering Program Process. He outlined six projects requesting funds that were submitted for funding from the Cities of Dixon, Rio Vista, and Vacaville totaling \$607,000. He stated that the SR2S-Advisory Committee recommended funding for the cities of Dixon (SR 113 & C Street flashing crosswalk and bulbouts, \$90,000 – Anderson Elementary School); Rio Vista (#1 priority) – Second Street Radar Speed Signs, \$20,000 – Riverview Middle School, and Vacaville “Pedestrian Improvements on north-west corner of Peabody & Marshall Project” for a total of \$190,000.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

1. Program \$90,000 in Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) funding to the City of Dixon's “State Route 113 & C Street Flashing Crosswalk and Bulbouts Project”;
2. Program \$20,000 in Yolo Solano Air Quality Management District (YSAQMD) funding to the City of Rio Vista's “Second Street Radar Speed Signs Project”, after approval by the YSAQMD Board; and
3. Program \$150,000 in ECMAQ funding and \$40,000 in YSAQMD funding (after approval by the YSAQMD Board) to the City of Vacaville's “Pedestrian Improvements on North-west corner of Peabody & Marshall Project” for a total of \$190,000.

On a motion by Board Member Patterson, and a second by Board Member Davis, the STA Board unanimously approved the recommendation.

IX. ACTION – NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer reviewed the most recently amended versions of four bills for which staff recommends taking a position to AB 1845 (Duvall) and AB 2971 (DeSaulnier). She recommended support to the California Principles on Federal Transportation Authorization 2008.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the specified positions on the following items:

- AB 1845 (Duvall), Railroad: Highway Grade Separations - Watch
- AB 2971 (DeSaulnier), The Fair Share for Safety bill – Watch
- California Principles on Federal Transportation Authorization 2008 – Support

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

B. I-80 Freeway Performance Initiative (FPI)

Janet Adams reviewed the prioritized list of strategies and projects that would help guide near-term investments and become the corridor improvement proposals that would help frame the next Regional Transportation Plan (RTP). She stated that the I-80 corridor in Solano County is one of the first corridors being studied for MTC's FPI effort. She noted that the FPI is based on the newer 2030 Solano Napa Traffic Demand Model.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Adopt the I-80 FPI Mitigation Strategies Report as specified in Attachment A including the amendments to add the I-80/I-505 Weave and the Cordelia Truck Scales projects.

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

X. INFORMATIONAL ITEMS – DISCUSSION

A. Jepson Parkway Project Update

Janet Adams provided an update of the 12-mile project that would improve intra-county mobility for Solano County residents. She stated that the project is designed to meet objectives of the Jepson Parkway Concept Plan prepared by the STA. She outlined the schedule for the environmental phase of the project.

B. STA Marketing Program Update

Jayne Bauer provided an overview of the STA's FY 2008-09 Marketing Plan. She stated that the proposed FY 2008-09 Marketing Plan will be brought to the STA Board for consideration at a later date. She added that the one-year Plan will guide the marketing efforts for the STA and for STA managed programs. She also noted that staff plans to expand the capabilities of the STA's internet marketing through the implementation of new technologies on the STA website.

NO DISCUSSION

C. I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project Update Informational

D. Lifeline Call for Projects Informational

E. I-80 Smarter Growth Study: I-80 Interregional Summit Informational

F. State Route (SR) 12 Status Update Informational

G. Community Based Transportation Plan (CBTP) Update Informational

H. Project Delivery Update Informational

I. Funding Opportunities Informational

J. STA Board Meeting Schedule for 2008 Informational

XI. BOARD MEMBER COMMENTS

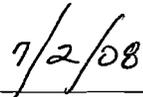
XII. ADJOURNMENT

The STA Board meeting was adjourned at 8:00 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, July 9, 2008 6:00 p.m., Suisun City Hall Council Chambers.**

Attested By:



Johanna Masclat
Clerk of the Board



Date



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
June 25, 2008

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
Royce Cunningham	City of Dixon
Wayne Lewis	City of Fairfield
Dan Kasperson	City of Suisun City
Dale Pfeiffer	City of Vacaville
Gary Leach	City of Vallejo
Paul Wiese	County of Solano

STA Staff Present:

Daryl Halls	STA
Janet Adams	STA
Robert Macaulay	STA
Elizabeth Richards	STA
Liz Niedziela	STA
Robert Guerrero	STA
Sam Shelton	STA
Sara Woo	STA
Johanna Masiclat	STA

Others Present: *(In Alphabetical Order by Last Name)*

Birgitta Corsello	County of Solano
Ed Huestis	City of Vacaville
Jeff Knowles	City of Vacaville
Alysa Majer	City of Suisun City
Rod Moresco	City of Vacaville
Matt Tuggle	County of Solano
Nancy Whelan	Nancy Whelan Consulting

II. APPROVAL OF THE AGENDA

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC unanimously approved the agenda with the exception to add Agenda Item VII.C Jepson Parkway Project – Implementation

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Sam Shelton distributed the Three-Year Budget (FY 2008-09, FY 2009-10, and FY 2010-11) of the Safe Routes to School Program (Agenda VIII.H).

Janet Adams commented on the Open House of the Jepson Parkway held in Vacaville on June 24, 2008.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Wayne Lewis, the STA TAC approved Consent Calendar Item A through E as amended.

A. Minutes of the TAC Meeting of May 28, 2008

Recommendation:

Approve minutes of May 28, 2008.

B. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status – June 2008

Recommendation:

Forward a recommendation to the STA Board to approve the June 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

C. Amended - Community Based Transportation Plans (CBTP) – Vallejo and Cordelia/Fairfield/Suisun City

At an earlier meeting, the Consortium agreed with staff's suggestion to allow the Cities of Fairfield and Vallejo to have the some time to review and comment on the documents submitted to the group. Elizabeth Richards commented that this item will be brought to the STA Board for approval at their July 2008 meeting.

Recommendation:

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

1. The Vallejo Community Based Transportation Plan; and
2. The Cordelia/Fairfield/Suisun City Community Based Transportation Plan

D. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2008-09 Work Program

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2008-09.

E. State Route (SR) 12 Jameson Canyon Bicycle and Pedestrian Corridor Plan - Bay Area Ridge Trail Grant Application

Recommendation:

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

1. Authorize the Executive Director to enter into an agreement with the California Coastal Conservancy to accept the Bay Area Ridge Trail Grant;
2. Authorize the Executive Director to issue a Request for Proposals for the SR 12 Jameson Canyon Bicycle and Pedestrian Corridor Plan; and
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not to exceed \$55,000.

VI. ACTION FINANCIAL ITEMS

A. Solano Paratransit Management Agreement

Elizabeth Richards reviewed STA's coordination of operating and capital funding for Solano Paratransit. She explained STA's role of providing oversight, major service policy changes and/or fare changes reviewed and approved by the STA Board. She stated that the cost sharing for FY 2008-09 are still being developed and reviewed for Solano Paratransit. A meeting among the Solano Paratransit funding partners is scheduled for Monday, June 23rd 2008.

At an earlier meeting, the Consortium requested to modify the recommendation to read as follows:

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

1. Extend current agreement for FY 2008-09 with the City of Fairfield to operate Solano Paratransit.
2. Allocate \$192,000 of STAF/Northern County-Solano funds for Solano Paratransit.
3. Apply the existing cost-sharing formula; and
4. Direct staff to initiate a study to evaluate the existing Solano Paratransit service and alternative service delivery options and to complete the study by January 2009.

The STA TAC unanimously supported the Consortium's recommendation.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to: **update and extend the current agreement for FY 2008-09 thru FY 2010-11 with the City of Fairfield to operate Solano Paratransit.**

1. *Extend current agreement for FY 2008-09 with the City of Fairfield to operate Solano Paratransit.*
2. *Allocate \$192,000 of STAF/Northern County-Solano funds for Solano Paratransit.*
3. *Apply the existing cost-sharing formula; and*
4. *Direct staff to initiate a study to evaluate the existing Solano Paratransit service and alternative service delivery options and to complete the study by January 2009.*

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

VII. ACTION NON-FINANCIAL ITEMS

A. **Lifeline Program Call for Projects**

Elizabeth Richards stated that a second cycle of Lifeline funds will soon be available. She indicated that MTC is in the process of finalizing details of the process. She specified that issues are expected to be resolved in the next few weeks with a Call for Projects expected in July 2008. She added that priority projects identified through the Community Based Transportation Planning process will be eligible to apply for future Lifeline funding.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to issue a call for Lifeline Projects.

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

B. **Comprehensive Transportation Plan (CTP) Subsidiary Studies Scope of Work**

Robert Macaulay identified and reviewed the proposed preliminary scope of work for each of the subsidiary CTP studies approved by the STA Board. He cited that once the preliminary scope of work for each study is approved, the STA will select consultants or begin in-house work as appropriate to prepare the studies.

Recommendation:

Forward a recommendation to the STA Board to approve the CTP Subsidiary Studies Scope of Work included as Attachment A.

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

C. **Jepson Parkway Project – Implementation Plan**

Janet Adams reviewed the development process for the Jepson Parkway Project Implementation Plan. She indicated that to help guide this plan, there is currently in-place a technical advisory working group which is comprised of the STA TAC member from each jurisdiction (the cities of Suisun City, Fairfield, Vacaville, and the County of Solano) and the STA Jepson Parkway Committee which is comprised of the Board member from each of these jurisdictions.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to develop the Jepson Parkway Project Implementation Plan.

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

VIII. INFORMATIONAL ITEMS

DISCUSSION

A. **Regional Transportation Plan (RTP) T2035 Policy Priorities**

Robert Macaulay reported that the MTC Planning Committee will make a recommendation on the Draft RTP Investment Plan at their meeting of July 11, 2008. He stated that MTC will select a Draft RTP Investment Plan for environmental and air quality analysis at its July 23rd meeting. The Draft RTP and Draft EIR are expected to be released for public comment in December of this year.

B. **SolanoExpress Route 30 Service Change**

Liz Niedziela reviewed MTC's recommendation for Fairfield and Suisun Transit (FAST) to receive two suburban buses being surplus by Samtrans. She stated that this recommendation is scheduled for approval on July 23, 2008 at the MTC Board meeting. She added that these suburban commuter coaches will give FAST the necessary vehicles to run the additional service on Route 30. She also stated that the recently approved Intercity Transit Funding Agreement for FY 2008-09 covers the expanded operating costs for Route 30.

C. **I-80 Construction Public Outreach**

Robert Macaulay reviewed staff's coordinating efforts with the Office of Public Affairs for Caltrans District 4 to reach out to the public during the construction phases of several projects along the I-80 corridor in Solano County. He noted the projects include the I-80 HOV Lanes (Red Top to Air Base Parkway) for which a groundbreaking ceremony has been held on June 19th and the I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo) which will start concurrently with the construction of the new I-80 HOV Lanes Project.

D. **Capitol Corridor – Quarterly Report**

Robert Macaulay provided a quarterly report of the Capitol Corridor's system ridership, revenue, on-time performance, and Suisun City Station passengers.

NO DISCUSSION NECESSARY

E. **Comprehensive Transportation Plan (CTP) Committee Meeting Report**

F. **State Route (SR) 12 Status**

G. **Legislative Update**

H. **Federal Safe Route to School (SRTS) Application**

I. **Project Delivery Update**

J. **Solano County Pedestrian Priority Projects - Status**

K. **Solano County Bicycle Priority Projects - Status**

L. Funding Opportunities

M. STA Board Highlights June 11, 2008

**N. STA Board and Advisory Committee Meeting Schedule
for 2008**

IX. ADJOURNMENT

The meeting was adjourned at 2:45 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, August 27, 2008.

DRAFT



DATE: June 24, 2008
TO: STA Board
FROM: Charles Lamoree, STA Legal Counsel
RE: Pedestrian Advisory Committee (PAC) By-Laws

Background:

On May 14, 2008, the STA Board amended the by-laws of the Pedestrian Advisory Committee (PAC) in various ways. However, in preparing the staff report for that item, one proposal was left out as it appeared to be more a policy issue than a procedural clean-up. Later, it was determined that the policy issue was important to the Committee and, thus, it has been reagendaized for Board consideration.

Discussion:

At present there are 14 members of the PAC: one from each of the seven cities, one county appointee; one at large public member, and 5 "organizational" members representing various interest groups. The problem arises in trying to obtain a quorum and, thereafter, voting on matters for, often, the organizational members are not in attendance or have no appointed representative. That leaves the Committee without sufficient members in attendance to conduct business. Normally, a quorum of the PAC would be 8 members and that number can't be met when a couple of "local" members are absent, in addition to organizational members.

The proposal is to designate that a quorum for calling a meeting to order and voting on matters would be a majority of the "local" members: the seven city members, the county member and the member at large. As such, a quorum would be established with 5 PAC members present.

Organizational members would continue to be eligible to participate and vote on matters when they attend the meetings.

Recommendation:

Approve the PAC by-laws from:

A quorum shall consist of the majority of the PAC members of the Cities, the County, member at large, and organizational members. (As presently in the by-laws)

To:

A quorum shall consist of the majority of the PAC members of the Cities, the County, and Members at Large. (As recommended by the BAC/PAC subcommittee)

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DATE: June 26, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Solano Pedestrian Advisory Committee (PAC) Member Appointments

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) membership currently has vacant positions. The Committee is responsible for providing funding and policy recommendations to the STA Board on pedestrian related issues for monitoring, implementing, and updating the Countywide Pedestrian Plan.

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large (Attachment A). The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board.

Discussion:

As of June 2008, the Cities of Benicia and Fairfield nominated new members to serve on the STA PAC. The City of Benicia, nominated Carol Day to participate as their representative (Attachment B). The City of Fairfield, nominated Erica Gallegos to participate as their representative (Attachment C). Upon approval by the STA Board, Ms. Day and Ms. Gallegos will be appointed for a three-year term. STA staff will continue to seek new members to fill vacancies until all appointments are filled.

Fiscal Impact:

None to the STA General Fund.

Recommendation:

Appoint City of Benicia's Carol Day and City of Fairfield's Erica Gallegos to the Pedestrian Advisory Committee for a three-year term.

Attachments:

- A. STA Pedestrian Advisory Committee Membership Roster
- B. City of Benicia Nomination Letter
- C. City of Fairfield Nomination Letter

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Pedestrian Advisory Committee (PAC) Membership Terms

Jurisdiction	Member	Appointed	Term Expires
Member-at-Large	Allan Deal	2005	2008
Benicia	VACANT	N/A	N/A
Dixon	Michael Smith	2006	2009
Rio Vista	Larry Mork	2005	2008
Suisun City	Michael Hudson	2008	2011
Vacaville	Todd Rewick	2006	2009
Vallejo	Lynne Williams	2005	2008
Solano County	Linda Williams	2006	2009
Fairfield	VACANT	N/A	N/A
<u>Other Agency PAC Representation:</u>			
Tri City and County Cooperative Planning Group	Brian Travis	2008	2011
Solano Land Trust	Frank Morris	2006	2009
San Francisco Bay Trail Program	Maureen Gaffney	2007	2010
Bay Area Ridge Trail Council	Kathy Hoffman	2008	2011
Solano County Agriculture Commission	VACANT	N/A	N/A
Solano Community College	VACANT	N/A	N/A

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June 12, 2008

RECEIVED

JUN 18 2008

Sara Woo, Planning Assistant
Solano Transportation Authority
1 Harbor Center, Suite 130
Suisun, CA 94585

SOLANO TRANSPORTATION
AUTHORITY

RE: Nomination for Appointment to the STA Pedestrian Advisory Committee

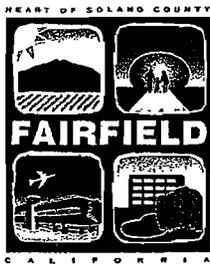
Dear Ms. Woo:

This letter is to confirm the City of Benicia nomination of Carol Day as Benicia's representative to the Solano Transportation Authority Pedestrian Advisory Committee.

For questions regarding the City's nomination, please contact Anne Cardwell at 707-746-4210 or acardwell@ci.benicia.ca.us.

A handwritten signature in black ink, appearing to read "Elizabeth Patterson", written in a cursive style.

Elizabeth Patterson
Mayor



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

Mayor Harry T. Price

Home of
Travis Air Force Base

RECEIVED

JUN 16 2008

SOLANO TRANSPORTATION
AUTHORITY

COUNCIL

- Mayor
Harry T. Price
707.428.7395
- Vice-Mayor
John Mraz
707.429.6298
- Councilmembers
707.429.6298
- Frank Kardos
- Chuck Timm
- Matt Garcia

June 12, 2008

Sara Woo
 Planning Assistant
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun, CA 94585

•••

- City Manager
Sean Quinn
707.428.7400

•••

- City Attorney
Greg Stepanicich
707.428.7419

•••

- City Clerk
Arietta Cortright
707.428.7384

•••

- City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

Re: Nomination for Appointment to the Solano Transportation Authority's
Pedestrian Advisory Committee

Dear Ms. Woo:

This letter is to confirm the City of Fairfield nomination of Erica C. Guerrero as
Fairfield's representative to the Solano Transportation Authority Pedestrian
Advisory Committee.

For questions regarding the City's nomination, please contact me at (707) 428-
7395.

Sincerely,

Harry T. Price
Mayor

HTP/cma
cc: Erica C. Gallegos

DEPARTMENTS

- Community Services
707.428.7465

•••

- Finance
707.428.7496

•••

- Fire
707.428.7375

•••

- Human Resources
707.428.7394

•••

- Community
Development
707.428.7461

•••

- Police
707.428.7551

•••

- Public Works
707.428.7485



DATE: June 27, 2008
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2008-09 Indirect Cost Allocation Plan (ICAP) Application

Background:

In June 2007, the STA Board was presented with STA's first approved Indirect Cost Allocation Plan (ICAP) Rate by the California Department of Transportation (Caltrans). Caltrans approved STA's final ICAP Rates for FY 2002-03, FY 2003-04, FY 2004-05, FY 2005-06 and the provisional rate for FY 2006-07. The provisional rate for FY 2006-07 was calculated and approved using STA's approved budget as a fixed rate with a carry-forward provision plan. A fixed rate with carry-forward provision is a temporary rate subject to adjustment when actual expenditures for the fiscal year are audited. The difference between the estimated costs and the actual audited costs is carried forward as an adjustment to the second fiscal year following the adjusted year; which for FY 2006-07, the adjustment will be submitted to Caltrans with the FY 2008-09 ICAP application.

Discussion:

STA is required to submit an ICAP application annually in compliance with the Office of Management and Budget (OMB) Circular A-87 and Caltrans Local Program Procedures (LPP) 04-10. Therefore, an ICAP application is being submitted for FY 2008-09 using the STA Board approved budget, which is calculated at 83.99% (Attachment A).

The FY 2006-07 ICAP rate approved at 80.35% is adjusted to reflect the actual and audited indirect cost expenditures. Using the audited financial statement and reports, the recalculated ICAP rate for FY 2006-07 resulted in a higher rate of 82.75%. Consequently, an adjustment to the Indirect Cost in the amount of \$23,750 is added as a carry-forward to the FY 2008-09 ICAP Rate application.

Therefore, the ICAP Rate submitted for FY 2008-09 is at 85.75%. With the approval of this ICAP, STA will be able to charge Indirect Cost for FY 2008-09 to the State Transportation Improvement Program (STIP) funds and any other project fund that requires the use of the ICAP Rate.

Fiscal Impact:

The proposed ICAP Rate for FY 2008-09 of 85.75% will allow approximately \$45,972 of indirect cost to be reimbursed by the Jepson Parkway Project from the State Transportation Improvement Program (STIP) funds.

Recommendation:

Approve the ICAP Rate for FY 2008-09 and authorize the Executive Director to submit the ICAP application to Caltrans.

Attachment:

- A. Indirect Cost Allocation Plan for FY 2008-09 (To be provided to the STA Board Members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075)

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DATE: June 26, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2008-09 Transportation Development Act (TDA)
Matrix – June 2008

Background:

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

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

Discussion:

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to MTC, the state designated RTPA for the Bay Area, for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Express Bus Routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to give its claim approvals. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix.

At the March Consortium and TAC meetings, the first draft of the FY 2008-09 TDA Matrix was presented. Each month since then there have been additions to the TDA matrix. This month several more are being added. Rio Vista and Vallejo have prepared their TDA claims for submittal to MTC. In addition, with the approval of the Intercity Transit Funding (ITF) agreement, these amounts are also shown on the June 2008 TDA matrix.

The City of Rio Vista has opted not to participate in the cost-sharing for Solano Paratransit service and therefore not have Solano Paratransit service provided to Rio Vista. In the past, this was a contribution of about \$10,000 annually.

Vallejo Transit has prepared their TDA claim and the TDA element is consistent with the Intercity Transit Funding Agreement. The Vallejo TDA claim and the Intercity Transit Funding Agreement are shown on the June 2008 version of the TDA claim. Attachment A is the June 2008 version and the fourth draft of the Solano TDA Article 4/8 funds matrix for FY 2008-09.

The Consortium and TAC approved the matrix at their June 2008 meetings. Further updates will be forwarded as each jurisdiction prepares their claims.

Fiscal Impact:

Local jurisdictions' TDA claims must be consistent with the TDA matrix to allow capacity for claims by other jurisdictions for shared-cost services.

Recommendation:

Approve the June 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

Attachment:

- A. June 2008 Solano TDA Article 4/8 Matrix for FY 2008-09 (An enlarged and colored version of this attachment has been provided to the STA Board Members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075)



DATE: June 30, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Lifeline Program Call for Projects

Background:

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Network Report in the 2001 Regional Transportation Plan (RTP) identified transit needs in economically disadvantaged communities throughout San Francisco Bay Area. Likewise, the Environmental Justice Report for the 2001 RTP also identified the need for MTC to support local planning efforts in low-income communities throughout the region. To advance the findings of these studies, MTC, working in partnership with the nine Bay Area Congestion Management Agencies, initiated community-based transportation planning efforts.

The Community Based Transportation Planning (CBTP) Program is designed to be a collaborative process to ensure the participation of key stakeholders, such as community-based organizations (CBOs) that provide services within low-income neighborhoods, local transit operators, and county Congestion Management Agencies (CMAs). Each planning process must involve a significant outreach component to engage the direct participation of residents in the community.

As a result of this planning process, potential transportation improvements specific to low-income communities would be identified and cost-estimates developed to implement these improvements. This process includes prioritizing of improvements considered most critical to address. Although other funds may be used to fund these priority projects, the Lifeline funding program is a key source of revenue.

Each county has been conducting these CBTPs to identify transit and other transportation needs in disadvantaged communities. STA is the lead agency for Solano County. A CBTP was completed in Dixon in 2004 and two additional CBTPs are being completed for the communities of Vallejo and Cordelia/Fairfield/Suisun City (see separate report). East Fairfield and North Vacaville have been identified by MTC as the next CBTP study areas in Solano County.

An initial round of Lifeline funding was approved by the STA Board in July 2006. Six (6) projects were funded: three (3) were for services by transit operators and three (3) were projects to be administered by local non-profit organizations.

Discussion:

A second cycle of Lifeline funds will soon be available. MTC is in the process of finalizing details of the process. These issues are expected to be resolved in the next few weeks to allow for a Call for Projects in July. The STA is responsible for programmatic and fiscal oversight of Lifeline projects. The Lifeline Program was a priority in the current Regional

Transportation Plan (RTP) which is reflected in the significant increase of funds available for programming. In the previous cycle, approximately \$1 million was available for Solano County. For this second cycle of Lifeline funding, up to \$4.3 million will be available for a three-year period. The estimated \$4.3 million is comprised of three sources of funding which have various requirements and issues.

- \$2,336,762: State Transit Assistance Funds (STAF)
 - \$1,512,722: Proposition 1B funds
 - \$ 416,834: JARC (Jobs Access Reverse Commute)
- \$4,266,318 TOTAL

At this time, the STAF funds are an estimate due to issues associated with the State budget and will not be finalized until September. In addition, MTC has indicated that they will reserve \$1.5 million of STAF off the top of the original \$43,986,585 regional STAF for Lifeline for a “means-based fare pilot program”; this has been taken into account above.

MTC is suggesting tiered programming. Since the FY 2009 and FY 2010 funding amounts for STA will not be finalized by the release of the call for projects due to the State budget, MTC recommends that the CMAs select Lifeline projects in two programming tiers. Tier I would cover the first two years and would be known definitively by September 2008. Tier II would cover the third year of funding which is expected to be known definitively by September 2009.

STAF is the most flexible of these funds as they can be used for capital, operating and other standard transit expenses. However, they can only be used for transit. Proposition 1B funds must be used for capital projects only and are available only to transit operators meeting specific criteria. JARC funds are federal funds and must be for projects that are job related; they can be used for transportation projects broader than transit such as non-profit transportation programs.

For Solano County and other small Urbanized Areas (UZA), JARC funds are administered by Caltrans and must meet the Caltrans deadlines. JARC funds are allocated by UZAs and there are three in Solano County: Vallejo/Benicia (\$214,858), Fairfield/Suisun City (\$113,828) and Vacaville (\$88,149). The JARC project applications will be due in September 2008.

A preliminary schedule is presented below and will be updated as further information is received from MTC.

Action	Preliminary Due Date
Issue Lifeline Call for Projects	July 2008
Small Urbanized Area JARC projects due to MTC	September 2008
All other Lifeline projects due to MTC	November 2008
Proposition 1B transit projects due to Caltrans	November 2008 (estimated)
Commission approval of second cycle Lifeline Program of Projects	January 2009
STA-funded projects: project sponsors begin to claim funds or enter into agreements	February 2009

Proposition 1B transit-funded projects; project sponsors receive funds from state	February 2009 (estimated)
MTC submits Federal Transit Administration (FTA) grant with JARC projects	Spring 2009
JARC-funded projects: project sponsors begin to enter into agreements	Summer 2009 (following FTA grant approval)
Revision of Lifeline Program of Projects	September 2009

Priority projects identified through the Community Based Transportation Planning process or 2002 countywide Welfare to Work Plan will be eligible to apply for future Lifeline funding. It is recommended that the priority for the limited Lifeline funds be given to Solano transit operators that are out of the Unmet Transit Needs process. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects.

Projects are reviewed first by the STA Board appointed Lifeline Advisory Committee. The Committee represents a broad range of perspectives that deal with the low-income community. They currently represent County CalWORKS staff, child care via Children's Network, non-profits/a local Community Action Council, Paratransit Coordinating Council, and Intercity Transit Consortium. Lifeline applications will be reviewed and scored by this Committee. Based on this process, the Lifeline Advisory Committee will prepare a recommendation to the STA Board for action. Two committee positions (representatives for child care industry and the Paratransit Coordinating Council) need to be filled and staff is in the process of contacting individuals to fill them. These need to be filled in July so that they can be involved and prepared for the Call for Projects and review JARC project applications which are due to the STA in late August or early September. The draft list of Lifeline projects will also be reviewed by the STA TAC prior to adoption by the STA Board.

Fiscal Impact:

The currently available funding for Lifeline Projects in Solano County is approximately \$4 million for the next three years. The Lifeline funding will be allocated by the STA following approval by the STA Board.

Recommendation:

Approve the following:

1. Authorize the Executive Director to issue a call for Lifeline Projects; and
2. Authorize the STA Chair to appoint two Lifeline Advisory Committee members who represent the child care community and the Paratransit Coordinating Council.

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DATE: June 16, 2008
TO: STA Board
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2008-09
Work Program

Background/ Discussion:

The Solano Napa Commuter Information (SNCI) program has been in existence since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. SNCI is currently funded by the Metropolitan Transportation Commission (MTC) and STA, through Bay Area Air Quality Management District (BAAQMD) and Eastern Congestion Mitigation Air Quality (ECMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The BAAQMD and ECMAQ funds have allowed the SNCI program to introduce services that would not otherwise be available such as, commuter incentives, the emergency ride home program, and a wide range of localized services.

The FY 2008-09 SNCI Work Program includes the following ten (10) major elements:

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Emergency Ride Home
6. SNCI Awareness Campaign
7. California Bike to Work/Bike to School Campaign
8. Solano Commute Challenge
9. General Marketing
10. Partnerships

The proposed SNCI FY 2008-09 Work Program is provided in Attachment A. The STA TAC reviewed and unanimously supported the item at their meeting on June 25th.

Fiscal Impact:

The SNCI program is fully funded by MTC Regional Rideshare Program funds, BAAQMD Transportation for Clean Air (TFCA) funds, and ECMAQ funds.

Recommendation:

Approve the Solano Napa Commuter Information Work Program for FY 2008-09.

Attachment:

- A. Solano Napa Commuter Information Work (SNCI) Program FY 2008-09

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**Solano Napa Commuter Information (SNCI)
Work Program
FY 2008-09**

1. **Customer Service:** Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511 and 511.org.
2. **Employer Program:** Outreach can be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. SNCI will maximize these key channels of reaching local employees. Develop an online communication package for employers that can be used to inform employees about commute alternatives via the internet/intranet. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa Valley Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program:** Form vanpools and handle the support for all vanpools coming to or leaving Solano and Napa counties. Increase marketing to recruit vanpool drivers.
4. **Incentives:** Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, transit, and through employee incentive programs.
5. **Emergency Ride Home:** Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign:** Develop and implement a campaign that includes messages in print, radio, on-line and other mediums to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties. Leverage the current commuting concern of rising gas prices to direct commuters to SNCI's web site or 800 phone number.
7. **California Bike to Work/Bike to School Campaign:** Take the lead in coordinating the regional 2009 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Including working with school districts to promote safety and bicycling to school.
8. **Solano Commute Challenge:** Conduct an employer campaign that encourages Solano County employers and employees to compete against one another in the use of commute alternatives to driving alone. This campaign includes an incentive element and enlists the support of local Chambers of Commerce.
9. **General Marketing:** Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more. Revise SNCI's portion of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers.

10. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans; Children's Network and other efforts.



DATE: June 26, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: State Route (SR) 12 Jameson Canyon Bicycle and Pedestrian Corridor Plan –
Bay Area Ridge Trail Grant Application.

Background:

The Solano Countywide Bicycle Plan identifies proposed bikeway projects as part of a planned network of bike routes that connect to Solano County cities and the unincorporated area. The proposed bikeway projects are conceptual and were intended to be used to develop more specific project descriptions as funding and other development opportunities become available. A primary route identified in the Countywide Bicycle Plan is the I-80/I-680/SR 12 Interchange Project - Cordelia to Napa bicycle route. The plan calls for a future Class II and Class I bicycle route connecting Solano County in Cordelia at Green Valley and Red Top Road to Napa County at the SR 29/SR 12 Interchange.

There are other agencies with bicycle and pedestrian plans located within the SR 12 Jameson Canyon project area in addition to the STA; specifically:

1. Napa County Transportation and Planning Agency (NCTPA)
2. Bay Area Ridge Trail
3. City of Fairfield
4. Solano County

Not all of the proposed planned bicycle routes are consistent. As more improvements are proposed for the SR 12 Jameson Canyon corridor, it will be beneficial to have a clear, concise, and coordinated plan for bicycle and pedestrian improvements. This will enable agencies involved with constructing improvements to have better clarity and guidance on how to better address bike and pedestrian issues and improvements within the corridor.

On December 12, 2007, the STA Board approved a Bay Area Ridge Trail Grant application to address the planned bicycle routes inconsistency along the SR 12 Jameson Canyon Corridor. Recently, the Bay Area Ridge Trail staff notified the STA via e-mail that the STA grant application was approved for \$55,000 (see Attachment A).

Discussion:

STA staff proposes to issue a Request for Proposals (RFP) to qualified planning and engineering firms to assist in developing the SR12 Jameson Canyon Bicycle and Pedestrian Corridor Plan. Attachment B is a copy of the draft RFP. The Bay Area Ridge Trail staff will assist in the developing the final draft RFP to ensure consistency with the grant requirements.

The scope of the plan is located along the SR 12 Jameson Canyon Corridor from McGary Road at Red Top Road to SR 29 (see Attachment C). Key components of the proposed SR 12 Jameson Canyon Bicycle and Pedestrian Facilities Plan will include:

- Coordination with NCTPA, Napa County, City of Fairfield, Solano County, Caltrans, and the Bay Area Ridge Trail.
- Partnership with bicycle and pedestrian facilities stakeholders within the corridor.
- Identification of current and planned SR 12 Jameson Canyon roadway, bicycle and pedestrian improvements.
- Identification of planned I-80/I-680/SR 12 Interchange roadway, bicycle and pedestrian improvements.
- Consensus and identification for priority bicycle and pedestrian projects along the corridor.
- Funding and implementation plan.

STA staff recommends obtaining a consultant and kicking off the study by September 2008. Funding for consultant services will be provided entirely from the Bay Area Ridge Trail Grant and will not exceed \$55,000.

The STA Technical Advisory Committee reviewed this item at their June 25, 2008 meeting and unanimously supported staff's recommendation for approval by the STA Board.

Fiscal Impact:

The Bay Area Ridge Trail grant will provide \$55,000 to complete the study. As part of the local match, STA staff will provide in-kind services to administer the project. No impact to the STA general fund.

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into an agreement with the California Coastal Conservancy to accept the Bay Area Ridge Trail Grant;
2. Authorize the Executive Director to issue a Request for Proposals for the SR 12 Jameson Canyon Bicycle and Pedestrian Corridor Plan; and
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not to exceed \$55,000.

Attachments:

- A. Bay Area Ridge Trail Grant Award E-mail Notification
- B. Draft RFP for the SR 12 Jameson Canyon Bicycle and Pedestrian Corridor Plan
- C. Project Location Map

Robert Guerrero

From: Janet McBride [janet_mcbride@ridgetrail.org]
Sent: Friday, June 06, 2008 10:13 AM
To: Robert Guerrero
Cc: Moira McEnespy; Dee Swanhuysen; Melanie Denninger; Maureen Gaffney
Subject: SR 12 Jameson Canyon funding approved

Robert,
Congratulations! Yesterday the Coastal Conservancy Board approved a grant of up \$55,000 for the SR 12 Jameson Canyon Ridge Trail/ Pedestrian//Bicycle Connections Plan.

The next step is to get the contract executed. Please contact Dee or me if we can assist in any way, & keep us in the loop, going forward.
Dee returns from vacation on June 16.

We are looking forward to seeing this important collaboration get underway.
Janet

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DRAFT

**Request for Proposals
(RFP # 2007-2009)**

**For the
SR 12 Jameson Canyon Bay Area Ridge Trail/Pedestrian/Bicycle
Connections Corridor Plan**

Table of Contents

Introduction.....	2
Background.....	2
Final Product.....	2
Scope Of Service Tasks	2
Disadvantaged Business Enterprise (DBE) / Non-Discrimination	Error! Bookmark not defined.
RFP Submittal Requirements.....	6
Selection Of Consultant	8
Selection Process And Project Schedule.....	9

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INTRODUCTION

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

BACKGROUND

The Bay Area Ridge Trail has a proposed trail corridor in Solano County located at Jameson Canyon. In partnership with the Bay Area Ridge Trail, the STA proposes to develop a consensus building plan with Napa County Transportation and Planning Agency, Napa County, Solano County, and the City of Fairfield to create a vision for how the pedestrian and bicycle facilities would be planned, designed, and constructed in the Jameson Canyon corridor. Currently, the STA's Solano Countywide Bicycle Plan and the Solano Countywide Pedestrian Plan identify conceptual Class I and Class II paths along the corridor; however, the concepts do not take into account each agency's plans for future pedestrian and bicycle facilities. Conflicting plans became apparent recently when Caltrans initiated the SR 12 Jameson Canyon Widening Project.

FINAL PRODUCT

The final product will be an adopted "SR 12 Jameson Canyon Bay Area Ridge Trail/Pedestrian/Bicycle Connections Corridor Plan" that provides a plan which integrates the plans from the Bay Area Ridge Trail Council, Napa County Transportation and Planning Agency, Napa County, Solano County and the City of Fairfield.

SCOPE OF SERVICE TASKS

The Solano Transportation Authority (STA), in coordination with the five (5) previously mentioned agencies intends to retain a qualified and committed professional planning firm/team to work closely with STA, the Bay Area Ridge Trail Council, Napa County, Solano County, Napa County Transportation Planning Agency, the City of Fairfield and the Bay Area Ridge Trail to prepare the "SR 12 Jameson Canyon Bay Area Ridge Trail/Pedestrian/Bicycle Connections Corridor Plan" on the following major tasks:

1. Budget and Schedule
2. SR12 Corridor Bicycle and Pedestrian Partnership Formation
3. Partnership and Public Workshop Meetings
4. Goals, Objectives, and Policies
5. Bicycle and Pedestrian Plans/Projects Inventory
6. Opportunities and Constraints
7. Concept Design and Alignment Options
8. Preliminary Costs
9. Funding and Implementation Strategy
10. Plan Adoption

The following details each task with task deliverable and documentation information:

Task 1. Budget and Schedule

Develop detailed project budget and schedule.

- Task 1.1 Kick off meeting with STA and selected consultant to negotiate final task budgets and determine final schedule with milestones to complete the proposed study.

Deliverable
Finalized budget and detailed project schedule.

Task 2. SR12 Corridor Bicycle and Pedestrian Partnership Formation

Create a public/multi-government agency partnership to provide comments, recommendations, and consensus for study.

- Task 2.1 Develop a contact list for each agency, Solano Bicycle Advisory Committee Member, and Solano Pedestrian Advisory Committee Member involved in the partnership/working group to develop the plan
- Task 2.2 Develop a tentative schedule for partnership/workgroup meetings

Deliverable
Partnership contact list and working group meeting schedule.

Task 3. Partnership and Public Workshop Meeting

Hold partnership/working group meetings and public workshop to engage public in plan development process

- Task 3.1 Develop agendas and meeting materials for partnership/working group meetings based on tentative meeting schedule established as part of Task 2.
- Task 3.2 Engage the Solano Bicycle Advisory Committee and Pedestrian Advisory Committee in the development of the plan.
- Task 3.3 Develop public outreach strategy to include advertising (press releases, mail-outs, flyers and website marketing) for at least 1 scheduled public meeting.
- Task 3.4 Conduct public outreach meetings

Deliverable
1. Meeting agendas and minutes
2. Public Workshop Advertising Materials

Task 4. Goals, Objectives, and Policies

Develop a consensus among the partnership/working group of what the plan's goals, objectives and recommended policies are.

- Task 4.1 Develop draft plan goals, objectives, and recommended policies for partnership/working group to assist in finalizing.
- Task 4.2 Incorporate draft plan goals, objectives and recommended policies for input at public workshop(s), Solano Bicycle Advisory Committee, and Solano Pedestrian Advisory Committee.
- Task 4.3 Finalize plan goals, objectives, and recommended policies

Deliverable

- 1) Report summarizing process for developing plan goals, objectives, and recommended policies
- 2) Final plan goals, objectives, and recommended policies

Task 5. Bicycle and Pedestrian Plans/Projects Inventory

- Task 5.1 Review applicable plans and map the planned and existing bike/pedestrian projects from the Bay Area Ridge Trail, STA, Solano County, NCTPA, Napa County, and City of Fairfield along the project study area.
- Task 5.2 Identify preliminary cost for each planned project.

Deliverable

Report with the following contents:

- a) Summary of applicable plans related to bike and pedestrian facilities along the corridor
- b) Inventory of all applicable bicycle and pedestrian plans within the planned corridor
- c) Develop maps illustrating current and planned bicycle and pedestrian facilities within the corridor.
- d) Available cost estimates for currently planned bicycle and pedestrian facilities with the corridor.

Task 6. Opportunities and Constraints

- Task 6.1 Identify the bicycle route and pedestrian project opportunities based on current and planned bicycle and pedestrian projects.
- Task 6.2 Review existing land use policies for constructing bicycle and pedestrian structures on the corridors.
- Task 6.3 Identify environmentally sensitive zones and other constraints.
- Task 6.4 Map opportunities and constraints
- Task 6.5 Prioritize corridor bicycle and pedestrian project opportunities

Deliverable

SR 12/Jameson Canyon Bike and Pedestrian Facilities Opportunities and Constraints Report

Task 7. Concept Design and Alignment Options

- Task 7.1 Based on Task 6, develop concept designs, drawings, illustrations and alignment options for corridor bicycle and pedestrian facilities.

Deliverable
SR 12/Jameson Canyon Bike and Pedestrian Facilities Concept Design and Alignment Options.

Task 8. Preliminary Costs

- Task 8.1 Develop preliminary cost estimates for bicycle and pedestrian conceptual project opportunities and alignment options

Deliverable
SR 12/Jameson Canyon Bike and Pedestrian Facilities Bicycle and Pedestrian Conceptual Project Opportunities and Alignment Options Costs Estimates

Task 9. Funding and Implementation Strategy

- Task 9.1 Develop a funding and implementation strategy to implement the plan

Deliverable
Funding and Implementation Strategy

Task 10. Final Document

- Task 10.1 Complete a draft document based on information obtained in previous tasks
Task 10.2 Circulate draft for final comments
Task 10.3 Complete final draft
Task 10.4 Provide Solano Transportation Authority with all relevant electronic files for future plan updates and duplication

Deliverable
Final Document

Proposed Project Timeline

Task	Timeframe
Task 1. Budget and Schedule	September 2008
Task 2. SR12 Corridor Bike/Ped Partnership Formation	(TBD)
Task 3. Partnership and public workshop meetings	September 2008 – April 2009
Task 4. Goals, objectives, and policies	September 2008 – October 2008
Task 5. Bicycle and pedestrian plans and projects inventory	October 2008
Task 6. Opportunities and Constraints	October 2008 – November 2008
Task 7. Concept Design and Alignment Options	November 2008 – December 2008
Task 8. Preliminary Costs	December 2008 – February 2009
Task 9. Funding and Implementation Strategy	March 2009
Task 10. Plan Adoption	April 2009

RFP SUBMITTAL REQUIREMENTS

Please prepare your proposal in accordance with the following requirements.

1. *Proposal:* The proposal (excluding resumes and the transmittal letter) shall not exceed a total of 30 single-sided, 8.5" x 11" pages. A **copy of the RFP** and resumes shall be included in an appendix.
2. *Transmittal Letter:* The proposal shall be transmitted with a cover letter describing the firm's/team's interest and commitment to the proposed project. The letter shall state that the proposal shall be valid for a 90-day period and should include the name, title, address and telephone number of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized by the firm/team to negotiate a contract with STA shall sign the cover letter.

Address the cover letter as follows:

Sara Woo, Planning Assistant
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, California 94585

3. *Project Understanding:* This section shall clearly convey the consultant's understanding of the nature of the work, and issues related to the SR 113 Major Investment and Corridor Study.
4. *Approach and Management Plan:* This section shall provide the firm's/team's proposed approach and management plan for providing the services. Include an organization chart showing the proposed relationships among consultant staff, STA staff and any other parties that may have a significant role in the delivery of this project.

5. *Qualifications and Experience:* The proposal shall provide the qualifications and experience of the consultant team that will be available for the SR12 Jameson Canyon Bay Area Ridge Trail/Pedestrian/Bicycle Connections Corridor Plan. It is expected that team members would include planning expertise in transportation/land use planning, engineering, and public facilitation. Please emphasize the specific qualifications and experience from projects similar to this project for the Key Team Members. Key Team Members are expected to be committed for the duration of the project. Replacement of Key Team Members will not be permitted without prior consultation with and approval of the STA.
6. *Staffing Plan:* The proposal shall provide a staffing plan (by quarter) and an estimate of the **total hours** (detailed by position) required for preparation of the concept plan. Discuss the workload, both current and anticipated, for all Key Team Members, and their capacity to perform the requested services for the SR12 Jameson Canyon Bay Area Ridge Trail/Pedestrian/Bicycle Connections Corridor Plan according to your proposed schedule. Discuss the firm/team's approach for completing the requested services for this project within budget.
7. *Work Plan and Schedule:* This section shall include a description and schedule of how each task deliverable of the project will be completed. The Work Plan should be in sufficient detail to demonstrate a clear understanding of the project. The schedule should show the expected sequence of tasks and include durations for the performance of each task, milestones, submittal dates and review periods for each submittal. Discuss the firm/team's approach for completing the requested services for this project on schedule. The project is expected to commence no later than _____, all technical analyses, draft documents completed by _____ and final documents submitted and approved by the STA Board by April 8, 2009.
8. *Cost Control:* Provide information on how the firm/team will control project costs to ensure all work is completed within the negotiated budget for the project. Include the name and title of the individual responsible for cost control.
9. *Additional Relevant Information:* Provide additional relevant information that may be helpful in the selection process (not to exceed the equivalent of 2 single-sided pages).
10. *References:* For each Key Team Member, provide at least three references (names and current phone numbers) from recent work (previous three years). Include a brief description of each project associated with the reference, and the role of the respective team member.
11. *Submittal of Proposals:* Seven (7) copies of your proposal are due at the STA offices no later than the time and date specified in Section 6, below. Envelopes or packages containing the proposals should be clearly marked, **"SR12 Jameson Canyon Bay Area Ridge Trail/Pedestrian/Bicycle Connections Corridor Plan"**

12. *Cost Proposal:* A cost proposal should be submitted in a **separate sealed envelope titled "SR12 Jameson Canyon Bay Area Ridge Trail/Pedestrian/Bicycle Connections Corridor Plan"**. The cost submittal should indicate the number of anticipated hours by the Project Manager and Key Team Members. The estimated level of hours for other staff can be summarized in general categories. The maximum consulting services budget has been set at \$55,000 for this project. No change orders that require cost increases will be allowed. The project is funded with federal funds received from the Metropolitan Transportation Commission (MTC) and Caltrans and local (non-federal) matching funds.

SELECTION OF CONSULTANT

The overall process will be to evaluate the technical components of all the proposals completely and independently from the cost component. The proposals will be evaluated and scored on a 100-point total basis using the following criteria:

1. Qualifications and specific experience of Key Team Members.
2. Project understanding and approach, including an understanding of STA, relationship of SR12 Corridor with the Bay Area Ridge Trail, Solano County, Napa County Transportation and Planning Authority, Napa County, and City of Fairfield.
3. Experience with similar types of projects.
4. Satisfaction of previous clients.
5. Schedule and capacity to provide qualified personnel.

If needed, two or more of the firms/teams may be invited to an interview on or about **the week of August 4, 2008**. The Project Manager and Key Team Members should attend the interview. The evaluation interview panel may include representatives from STA, and other agencies, but the specific composition of the panel will not be revealed prior to the interviews. Costs for travel expenses and proposal preparation shall be borne by the consultants.

STA staff will provide the appropriate notice and schedule for the interviews. STA staff will select the most qualified consultant or consultant team based primarily on experience, ability to contain costs and conducting very similar projects. Recent experience in Solano County is considered very desirable and critical.

Once the top firm/team has been selected, STA staff will negotiate a services contract with the selected firm/team.

SELECTION PROCESS AND PROJECT SCHEDULE

July 31, 2008	Proposals are due no later than 3:00 PM at the offices of the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585. <i>Late submittals will not be accepted.</i>
Week of August 11, 2008	Tentative panel interview date. STA selects recommended firm.
<u>September 10, 2008</u>	Project commences
April 2009	Final Plan completed and approved by STA Board

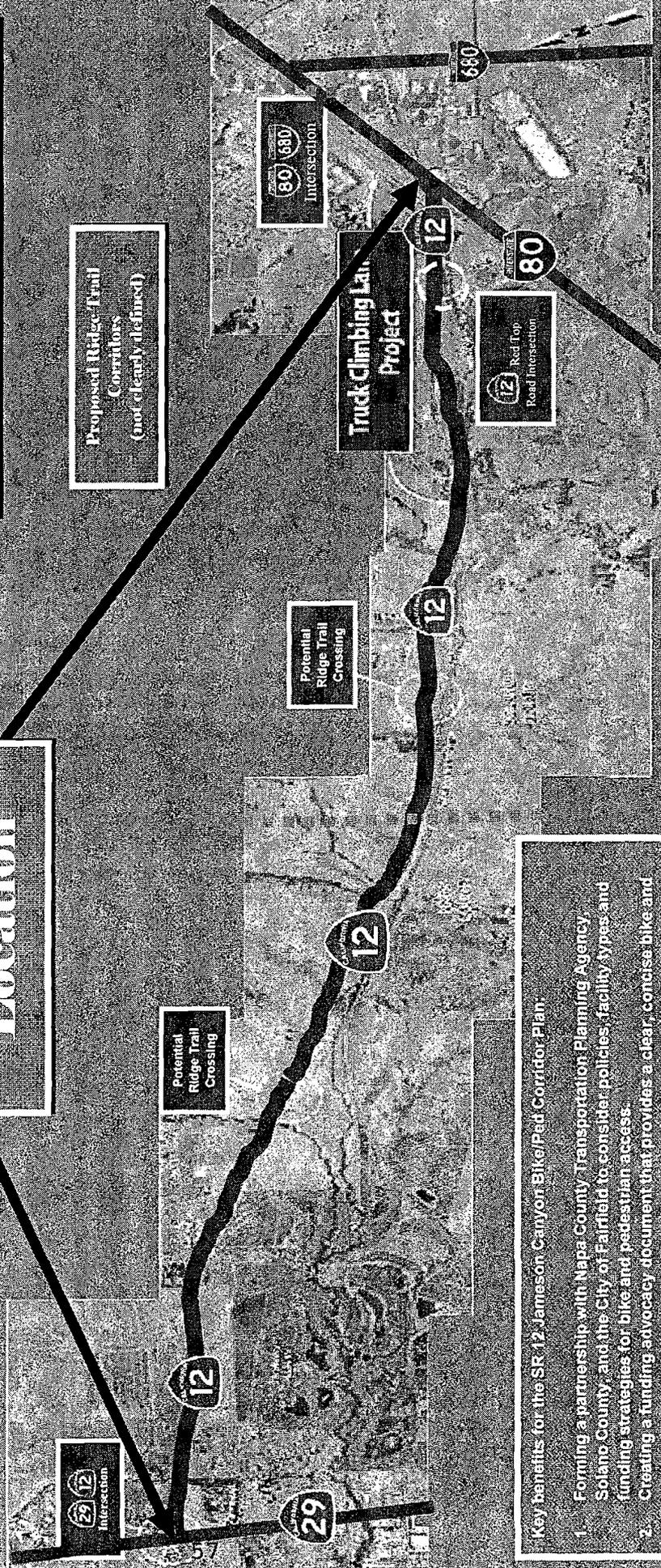
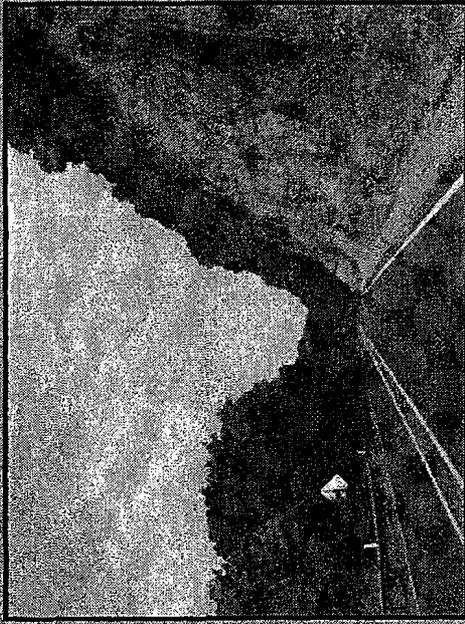
If you have any questions regarding this RFP, please contact:

Sara Woo
Planning Assistant
Phone (707) 399-3214
Fax (707) 424-6074
swoo@sta-snci.com

Site Specific Map:

SR 12 Jameson Canyon Bay Area Ridge Trail/Pedestrian/Bicycle Connections Corridor Plan

Project Location



- Key benefits for the SR 12 Jameson Canyon Bike/Ped Corridor Plan:**
1. Forming a partnership with Napa County Transportation Planning Agency, Solano County, and the City of Fairfield to establish policies, facility types, and funding strategies for bike and pedestrian access.
 2. Creating a funding advocacy document that provides a clear, concise bike and pedestrian priorities supported by all members of the partnership.
 3. Developing easy to interpret planning maps that illustrate how each agency's respective trail, bike or pedestrian network links together.



STRA
SOLANO TRAIL AUTHORITY

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DATE: June 26, 2008
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Federal 5310 Program

Background:

Solano Paratransit provides intercity door-to-door service for residents of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the unincorporated areas of Solano County who qualify for paratransit service as defined by the Americans with Disabilities Act (ADA). It is a service of the Solano Transportation Authority, operated by Fairfield and Suisun Transit (FAST), and funded by the Cities of Dixon, Fairfield, Suisun City, Vacaville, and Solano County. Fairfield and Suisun Transit is responsible for reporting the fleet emissions for that service to California Air Resources Board (CARB) and in order to comply with regulations regarding Transit Fleet Vehicles (TFV), the City of Fairfield has requested that Solano Paratransit replace the remaining diesel-powered paratransit buses in Fiscal Year (FY) 2008-09 with gas-powered buses. These five (5) buses are six years old and have reached an end to their useful life. The STA Board approved STA staff's recommendation on June 11, 2008 to submit an application for Caltrans' Federal Section 5310 for the five (5) Solano Paratransit replacement buses.

Discussion:

For a public agency to qualify for funding under the Federal Section 5310, the agency must make a determination that no non-profit agencies are readily available to provide the proposed service and submit the following documentations.

1. A public agency must hold a public hearing. Notice of the hearing, including the date, place, and specific purpose, must be given at least 30 days in advance through publication in a newspaper of general circulation.
2. A public agency must contact all non-profit transportation providers that may be identified by Metropolitan Transportation Commission regarding the hearing by a "return receipt requested" letter.
3. A public agency must adopt by resolution a finding that there are no non-profit agencies readily available to carry-out the proposed service. If during the hearing a private non-profit agency demonstrates that it is able to provide the proposed service, the public agency is no longer eligible to apply for Section 5310 funds.

On May 16, 2008, the Solano Transportation Authority (STA) began its 30 day public comment period regarding STA intent to apply for the Federal Transit Administration (FTA) Section 5310 Program to replace five (5) Solano Paratransit bus. On June 16, 2008, STA held a public hearing on this issue. Prior to the public hearing, STA did the following outreach to notify the public and local non-profit agencies:

1. Public Hearing Notices were posted in the five local city's newspapers announcing a Public Hearing was scheduled on Monday, June 16, 2008 at 4 p.m., and to be held at STA's office. The public hearing notice stated the STA's intent to apply for five (5) replacement Solano Paratransit buses.
2. 26 certified letters, with return receipt requested were sent to non-profit agencies (provided by MTC) announcing the Public Hearing.

The STA staff received no comments during the 30-day comment period or at the public hearing. Since no non-profit agencies came forward readily available to provide the proposed service of Solano Paratransit, STA staff recommends that the STA Board approve the "Public Agency Certification" resolution.

Fiscal Impact:

A local match of 11.47% or \$34,410 is required for this grant program. State Transit Assistance Funds (STAF) funds are available as the local match for if no other funds are secured.

Recommendation:

Adopt Resolution No. 2008-06 authorizing the Executive Director to sign and certify that no non-profit corporations or associations are readily available in the service area to provide the propose service.

Attachment:

- A. A Resolution No. 2008-06 of the Solano Transportation Authority To Certify that Non-Profit Agencies are Readily Available to Provide the Solano Paratransit

RESOLUTION 2008-06

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
TO CERTIFY THAT NO NON-PROFIT AGENCIES ARE READILY
AVAILABLE TO PROVIDE THE SOLANO PARATRANSIT SERVICE**

WHEREAS, Title U.S.C. 5310 (a) (2) provides that a State may allocate funds apportioned to it a governmental authority that is approved by the State to coordinate services for elderly individuals and individuals with disabilities; and if there are not any non-profit organizations readily available in the area to provide the special services; and

WHEREAS, a notice of the public hearing, including the date, place and specific purpose was given at least 30 days in advance through publication in a newspaper of general circulation; and

WHEREAS, all non-profit transportation providers (as identified by Metropolitan Transportation Commission) regarding the hearing were contacted by a “return receipt requested” letter; and

WHEREAS, Solano Paratransit is eligible for Section 5310 funds since no non-profit corporations or associations came forward during the 30 day comment period to demonstrate that they are readily available in an area to provide the service; and

WHEREAS, the Solano Transportation Authority is eligible to co-sponsor an application for Federal Section 5310 as a Joint Powers Authority representing seven cities and the County of Solano for Solano Paratransit; and

NOW, THEREFORE, BE IT RESOLVED, Daryl K. Halls, the Solano Transportation Executive Director, is authorized to sign and certify that no non-profit corporations or associations are readily available in the service area to provide the propose service.

Eddie Woodruff, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this 9th day of July, 2008.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 9th day of July, 2008
by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____

Johanna Masiclat
Clerk of the Board



DATE: June 30, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: DKS Associates Contract Amendment for a Financial Assessment of Vallejo Transit

Background/Discussion:

DKS Associates has been retained by the STA to complete the Countywide Transit Consolidation Study. Phase I of the study has been completed and DKS began Phase II in earlier this year. Phase II is a detailed assessment of the existing transit operators including an analysis of not only their operations but also their financial accounting methodology and forecasting. In addition, several potential consolidation options were to be further analyzed. One of the first consolidation options to be evaluated was a Benicia/Vallejo consolidation.

Separate from the Transit Consolidation Study, DKS Associates and the consultant team recently completed an in-depth assessment of the Benicia Breeze transit system. To assist with the transit consolidation study and for other purposes, a similar in-depth analysis of Vallejo Transit is proposed. The Vallejo Transit Financial Assessment would provide an independent report to the STA Board on the projected financial shortfall of Vallejo Transit service, and how this is likely to affect service delivery. This assessment would be conducted quickly. Work is proposed to begin in July with a summary and recommendations delivered by September 2009. As outlined in the attached Scope of Work, the majority of the work would be completed by DKS subconsultants HDR Inc. and PMC who specialize in transit operations and transit finance, respectively. They would have project oversight by DKS and STA's Transit Consolidation Project Manager, John Harris.

Staff is recommending the existing DKS Associates contract be amended for an additional \$24,900 to complete the Vallejo Financial Assessment Study. The contract currently expires at the end of August 2008. To complete the Vallejo study and then the rest of Phase II of the Transit Consolidation Study, staff recommends extending the term of the DKS agreement until January 31, 2009.

Fiscal Impact:

The fiscal impact for the contract is \$24,900 and will be covered by State Transit Assistance Funds (STAF)/Solano.

Recommendation:

Authorize the Executive Director to amend the consultant contract with DKS Associates in an amount not to exceed \$24,900 with a contract time extension until January 31, 2009 for the purpose of completing a Financial Assessment of Vallejo Transit.

Attachment:

- A. Vallejo Transit Financial Assessment Scope of Work and Budget

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Vallejo Financial Assessment Task

Goal: To provide an independent report to the STA Board on the projected financial shortfall of Vallejo Transit service, and how this is likely to affect service delivery.

Description: Vallejo Transit has identified a financial structural problem with the operations of local and express bus service over the next year. As a result, of significantly increased expenses (primarily fuel costs) and declining revenue sources (as a result of lower ridership due to higher fares, and reduced state funding), further cutbacks to the Vallejo Transit service loom. The study team is assessing the details behind the projected shortfall from a financial and service delivery perspective. The study team will then identify possible strategies that could minimize the impact of the shortfall.

At the outset, the team recognizes that it is difficult to recommend a major service restructuring at this time. Given service cutbacks in 2007 and the possibility of a new service structure that may be implemented as a part of a potential consolidation effort, service restructuring is considered an undesirable option at this time.

Scope of Services:

1. Financial Review

- Review city's budget documentation and supporting materials as related to bus operations (fixed-route, paratransit, and subsidized taxi program);
- Review bus related capital projects and their potential local match impact on the bus operating budget;
- Review and assessment of assumptions for development of revenue and expenditure projections;
- Identify and describe existing and potential operating revenue opportunities;
- Review Vallejo Transit studies and countywide studies that provide information about Vallejo Transit such as the 2006 Countywide Ridership Study, Intercity Transit Financial Assessment Study, Vallejo Community Based Transportation Plan, Intercity Transit Funding agreement, countywide Regional Measure 2 (RM 2) funding agreement, and other similar documents;
- Confirm anticipated shortfall projection in bus operations for Fiscal Year (FY) 2008-09;
- Calculate performance indicators to assist team with developing proposed service adjustments and other cost savings strategies;
- Summarize operating revenue and expenditures by service type;
- Make findings from budget and financial analysis that may impact the magnitude of the shortfall; and
- Meet and communicate with City public works/transportation staff on a regular basis.

2. Service Review

- 2.a. Prepare Route by Route Performance Evaluation (Local and Regional)
 - Evaluate trip by trip and route segment productivity where data exists;
 - Identify less productive trips, service hours and route segments;
 - Compare route performance based on passengers/hour productivity, bus stop boardings/alightings, and farebox recovery standards. This will be based upon existing service performance standards. Level of detail will depend on availability of current ride-check data; and
 - Identify unproductive pieces of work as possible candidates for service reduction.
- 2.b. Review Proposed Staff Recommendations for Service Reductions and Fare Increases for FY 2008-09;
 - Meet with staff and review recent service proposals;
 - Review other service plan drafts provided by MV's Vallejo Transit Manager and Scheduling Committee; and
 - Screen potential cutting approaches by level of productivity.
- 2.c. Field Work
 - Conduct ride-a-longs on each route and verify key destinations in the field.
- 2.d. Propose Service Reductions
 - Recommend a set of initial service cuts (with justification) to achieve service hours targets – based on parallel financial review of budget;
 - Estimate ridership loss for each individual cut;
 - Recommend trade offs between unproductive service hours and the reintroduction of higher performing pieces of work that were cut in July 2007; and
 - Refine proposed reductions.
3. Document Recommendations and Attend Meetings
 - Attend kick-off meeting with City of Vallejo staff to initiate study;
 - Coordinate with staff members as appropriate;
 - Prepare draft memoranda discussing findings of various elements;
 - Revise memoranda as appropriate;
 - Prepare briefing summary for STA Board and elected officials;
 - Prepare presentation for STA Board and elected officials; and
 - Present findings to STA Board and other-selected entities.

DKS Associates

TRANSPORTATION SOLUTIONS

Estimated Budget:

Person	Hours	Rate	Totals
HDR Inc.			
Langille	85	\$145	\$12,325
HDR Controller	6	\$77	\$462
Expenses (such as mileage & tech charge)			\$638
Total HDR			\$13,425
PMC			
Wong	65	\$135	\$8,775
Expenses (such as mileage)			\$250
Total PMC			\$9,025
DKS Associates			
Story	12	\$180	\$2,160
Expenses (such as mileage)			\$290
Total DKS			\$2,450
Total Cost (not to exceed)			\$24,900

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DATE: June 25, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Subsidiary Studies
Scope of Work

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The STA Technical Advisory Committee (TAC) and Board have adopted a list of subsidiary studies that will be undertaken or updated as part of the CTP update process.

Discussion:

Attached is a proposed preliminary scope of work for each of the subsidiary CTP studies approved by the STA Board. Once the preliminary scope of work for each study is approved, the STA will select consultants or begin in-house work as appropriate to prepare the studies. As STA staff works with consultants or sets out detailed work plans for each study, the scope may be refined.

The Solano Express Intercity Consortium and the STA Technical Advisory Committee reviewed the attached Scope of Work at their meetings of June 25, 2008, and recommended that the STA Board approve the proposal.

Fiscal Impact:

None.

Recommendation:

Approve the CTP Subsidiary Studies Scope of Work as shown in Attachments A, B, and C.

Attachments:

- A. Alternative Modes Element Subsidiary Documents Scope of Work
- B. Arterials, Highways and Freeways Element Subsidiary Documents Scope of Work
- C. Transit Element Subsidiary Documents Scope of Work

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Alternative Modes Element Subsidiary Documents:

ALTERNATIVE MODES ELEMENT		
Update with CTP	Update After CTP	Incorporate Without Updating
	Solano Transportation for Livable Communities Plan	
Alternative Fuels Strategy (new plan)		
		Safe Routes to School Plan
		North Connector TLC Corridor Concept Plan
Solano Countywide Bicycle Master Plan		
Solano Countywide Pedestrian Master Plan		
Cordelia Area/Jameson Canyon Bicycle Facilities Master Plan		
Safe Routes to Transit (new plan)		

Update With Element:

1. *Alternative Fuels Strategy* – Identify existing and emerging alternative fuels, vehicle technology and supporting infrastructure. Develop a strategy to support alternative fuels testing, production and distribution, and alternative fuel vehicles testing and use. Identify infrastructure options that support the widest variety of alternative fuel options. Develop a funding strategy to support identified alternative fuel strategies. Develop a prioritized project list.

2. *Solano Countywide Bicycle Master Plan* – Update criteria for bicycle projects to be included in the Countywide Bicycle Master plan. Identify existing qualifying bicycle facilities. Working with potential project sponsors and advocates, identify potential new qualifying bicycle projects. Develop updated project cost estimates and potential funding sources. Develop a prioritized project list.

3. *Solano Countywide Pedestrian Master Plan* – Update criteria for pedestrian projects to be included in the Countywide Pedestrian Master plan, including projects that may support the Transportation for Livable Communities and/or FOCUS Priority Development Area programs. Identify existing qualifying pedestrian facilities. Working with potential project sponsors and advocates, identify potential new qualifying pedestrian projects. Develop updated project cost estimates and potential funding sources. Develop a prioritized project list.

4. *Cordelia Area/Jameson Canyon Bicycle Facilities Master Plan* – Retain a consultant to work with Bay Area Ridge Trail staff, STA, Solano County, Napa County

5. Transportation and Planning Agency, Napa County and City of Fairfield to develop a consensual concept plan for bicycle and pedestrian improvements along the SR12 corridor from McGary Road to SR37, consistent with the grant awarded to STA by Coastal Conservancy.
6. *Safe Routes to Transit (new plan)* – Identify existing statewide criteria and/or develop local criteria to measure safety of access to local and Regionally Significant transit facilities. Identify access routes to Transit Facilities of Regional Significance. Applying the safety criteria selected, measure accident statistics for access Transit Facilities of Regional Significance. Develop a list of potential improvements to decrease accident rates of routes serving both local transit facilities and Transit Facilities of Regional Significance. Identify potential funding sources for safety improvements. Develop a prioritized project list for routes providing access to Transit Facilities of Regional Significance.

Update after Element Completion:

1. *Solano Transportation for Livable Communities (TLC) Plan* – Update costs and scope of plan to incorporate current TLC practices; update to include Priority Development Area (PDA) practices.
2. *Jepson Parkway Concept Plan* – Comprehensive 12-mile parkway concept plan emphasizing transit, bicycle and pedestrian use, landscape improvements, “guide to transit-compatible land use/design”, and roadway phasing and management.

Incorporate Without Updating:

1. *Safe Routes to School Plan (completed 2008)* – The Solano Countywide Safe Routes to School plan encourages walking and biking to school primarily among all school students. It is the second phase of the Solano Travel Safety Plan.
2. *North connector TLC Corridor Concept Plan* – Proposes opportunities for multi-modal improvements to benefit bicycle commuters, recreational bicycle users, transit riders and pedestrians along compliment the North Connector Roadway project.
3. *I-80/Capitol Corridor Smart Growth Study (underway)* – The joint planning project will create a new interregional collaboration between the San Francisco Bay Area and the Sacramento regions to provide a critical compilation of demographic projections and smart growth forecasts for the corridor. This information will be used to test the transportation and air quality impacts of smart growth plans and policies.

Arterials, Highways, and Freeways Element Subsidiary Documents:

ARTERIALS, HIGHWAYS AND FREEWAYS ELEMENT		
Update with CIP	Update After CIP	Incorporate Without Updating
Routes of Regional Significance List and Map	SR 12 MIS	I-80/680/780 Corridor Study (FPI)
Solano Travel Safety Plan		I-80/680/780 Corridors Operational Improvement Plan (under way)
		SR 113 Corridor Study (underway)
		Rio Vista Bridge Feasibility Study (under way)
		North Connector TLC Corridor Concept Plan
		Cordelia Truck Scales Relocation Study

Update With Element:

1. *Routes of Regional Significance (underway)*- Identify significant roadway network components in Solano County for planning and funding purposes. Re-evaluate the current list of Routes of Regional Significance, using the new criteria adopted by the STA Board. Develop a new map of Routes of Regional Significance. Develop a prioritized list of Routes of Regional Significance that need improvement.
2. *Travel Safety Plan (updated)*- Update the existing Solano Travel Safety Plan with new maps and statistics.

Update after Element Completion

1. *Highway 12 Major Investment Study (underway)*- This is an update to original Highway 12 MIS conducted in 2001. The new Highway 12 MIS will include updated traffic forecasts for the corridor and an evaluation of priority highway improvement projects.

Incorporate Without Updating

1. *Freeway Performance Initiative (FPI)- I-80 Corridor* - Metropolitan Transportation Commission (MTC) effort to plan improvements for the operations, safety, and management of the Bay Area's freeway system. The purpose of the FPI is to develop a comprehensive strategic plan to guide the next generation of freeway investment along the nine county Bay Area's major corridors. The primary product of the FPI will be a prioritized list of strategies and projects that will help guide near-term and long-term investments and become the corridor improvement proposals for the I-80 Corridor.
2. *I-80/680/780 Corridors Operational Improvement Plan (underway)*- Considered phase II of the original corridor study. The Plan will evaluate Intelligent Transportation System (ITS) improvements for the three corridors, including ramp metering, high occupancy vehicle lanes,

loop detection, and real time information systems. The Plan will identify ITS improvements to add to improvement projects already identified in Phase 1 in an effort to be more cost effective when funding is available.

3. *SR 113 MIS Corridor Study (underway)*- This study evaluates the corridor in 5 specific stand alone segments. Upon completion, the MIS will identify improvements based on safety and traffic forecast, as well as an evaluation of re-alignment options for SR 113 around the City of Dixon.
4. *Rio Vista Bridge Feasibility Study (underway)*- The feasibility study will evaluate options to relocate Rio Vista Bridge based on future traffic forecast, opportunities and constraints for potential relocation sites.
5. *North Connector TLC Corridor Concept Plan (underway)*- Identifies multi-modal opportunities along the North Connector corridor by identifying improvements to bicycle, pedestrian, and transit facilities.
6. *Cordelia Truck Scales Relocation Study (complete)*- This study identified a potential site that could satisfactorily accommodate the relocation of the existing scales within the I-80/I-680/SR12 Interchange.

Transit Element Subsidiary Documents:

TRANSIT ELEMENT		
Update with CTP	Update After CTP	Incorporate Without Updating
		SR 12 Transit Corridor Study
I-80/I-680/I-780 Transit Corridor Study (Operational Plan)		
Transit Facilities of Regional Significance		
Transit Consolidation Plan		
Rail Stations and Service Plan Update and Implementation Plan		
Solano County Senior and Disabled Transit Study		
Solano Rail Crossings Study		
Solano Water Transit Plan		

Update With Element:

1. *I-80/I-680/I-780 Transit Corridor Study (Operational Plan)* - Update the current I-80/I-680/I-780 transit corridor study. Analyze existing system and potential for growth to accommodate the changing demand for intercity bus, train, and ferry services. Incorporate capital improvements that affect intercity transit operations such as HOV lanes in and connecting to Solano County, train track improvements and station additions, PNR facilities and other support facilities. Address transfer of Baylink Ferry from City of Vallejo to State's Water Transportation Emergency Authority (WETA). More intensely analyze and develop an implementation plan for efficient intercity operations in the next 5-10 year timeframe. Fiscal constraints and opportunities will be addressed.
2. *Transit Facilities of Regional Significance* - Identify significant transit network components in Solano County, using the criteria recently adopted by the STA Board. Develop a map of Transit Facilities of Regional Significance. Develop a prioritized list of Transit Facilities of Regional Significance that need improvement.
3. *Transit Consolidation Plan* – Incorporate Phase I of the countywide Transit Consolidation Plan completed. Maintain consistency with Phase II of the Transit Consolidation Plan in progress.
4. *Rail Stations and Service Plan Update and Implementation Plan* – Update the 1995 Solano Rail Facilities Master Plan. Identify existing and reasonably-expected future passenger rail service for Solano County. Identify minimum station sighting and design criteria. Identify a range of the possible number of passenger rail stations in Solano County. Develop a prioritized list for the funding and opening of rail stations in Solano County.

5. *Solano County Senior and Disabled Transit Study* - Update the existing Solano County Senior and Disabled Transit Study. Analyze progress made and outstanding needs of this population. Outreach to seniors and the disabled population throughout the county. Update projections of the size of this market and their future demands on the transportation system: fixed-route, demand responsive, taxi, and other services delivered by public agencies. Consider non-transit, transportation needs and strategies for senior and disabled mobility. Review and analyze existing and future transportation services by the non-profit and private sector. Update implementation plan to deliver needed services. Fiscal constraints and opportunities will be addressed.
6. *Solano Rail Crossings Study* – Identify all crossings, both public and private, of rail crossings in Solano County. Quantify rail, vehicle and/or bike/pedestrian use of each crossing. Quantify accident statistics and causes for each crossing. Identify criteria for local jurisdictions and rail service providers to reduce rail and vehicle or bike/pedestrian conflicts. Develop a prioritized list for elimination of at-grade rail crossings, either through closure or grade separation; coordinate priority; list with promotion of other STA goals, such as implementation of passenger rail station projects. Develop a funding plan for closing or grade separating crossings.
7. *Solano Water Transit Plan* – Identify existing water passenger transport services and facilities serving Solano County. Identify potential sites and services for water passenger transport. Identify potential costs and revenues for providing new or expanded water passenger transport to Solano County. Recommend whether or not to develop a follow-up implementation plan.

Incorporate Without Updating

1. *State Route 12 Transit Study* - The SR-12 Transit Study was approved by the STA Board in January 2006. This study reviewed the SR-12 corridor between Napa and Rio Vista and the potential need for transit. The study effort analyzed the existing and future transit needs of the corridor and presented viable transit alternatives through the development of a service plan that addressed current and future transit needs and the accompanying operating, organization, and financial details to successfully implement the plan.



DATE: July 1, 2008
TO: STA Board
FROM: Eddie Woodruff, STA Board Chair
RE: Proposed Compensation Changes for Executive Director

This report will be provided at the meeting.

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DATE: June 27, 2008
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2008-09 Budget Revision and
Proposed Budget FY 2009-10

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. In June 2007, the STA Board adopted the two-year budget for FY 2007-08 and FY 2008-09. Attachment A is the budget revision for FY 2008-09 and Attachment B is the proposed budget for FY 2009-10, each supported by a detailed budget matrix that lists each fund source and program expenditures (provided under separate cover).

The STA's two-year fiscal budget plan is presented to the Board for adoption and is usually revised mid-year and finalized at the end of the fiscal year. This budget system provides STA the basis for appropriate budgetary control of its financial operations for the fiscal year and for multi-year funded projects.

Discussion:

The proposed FY 2008-09 Budget Revision is balanced, with changes to the approved budget from \$11.01 million to \$33.24 million, a \$22.23 million increase. This increase is due to a combination of anticipated amount of funds carryover from FY 2007-08 for the continuation of projects and anticipated project delivery and schedule modifications that have been approved by the STA Board. Budget changes are summarized as follows:

FY 2008-09 Revenue Changes

- 1) The Members Contribution and Transportation Development Act (TDA) Article 4/8 reduced by \$45,859 from the originally anticipated revenue using the adopted policy index and the data to calculate the revenue.
- 2) State Transit Assistance Funds (STAF) increased \$504,876, which includes reprogrammed funds of \$329,200 from FY 2007-08 for the continuation of multi-year projects and new project studies, such as the Regional Transportation Impact Fee (Feasibility Study/AB 1600), Alternative Fuel Strategy Study, I-80/I-680/I-780 Transit Corridor Study, Rail Station and Service Plan Update and Implementation Plan, Solano Senior & Disabled Transit Plan Update, Rail Crossing Plan, Water Transit Plan, and the State Route (SR) 12 Jameson Canyon Ridge Trail Study.
- 3) The Surface Transportation Program (STP) fund is reduced by \$201,701 from the original anticipated funds. The STA's Eastern Congestion Mitigation and Air Quality (ECMAQ) swapped with STP fund in FY 2002-03 for the continuation and delivery of STA's priority projects which ended in FY 2007-08 is being amended to extend the funds through FY 2008-09.

- 4) In May 2008, STA requested a fund swap with the City of Fairfield for \$540,000 in State Transportation Improvement Program (STIP) funds to the Fairfield/Vacaville Intermodal Rail Station in exchange with \$540,000 in TDA funds. This swap of funds will assist STA in funding several critical planning studies approved by the STA Board as part of the first year of a three-year work program.
- 5) The STIP Planning, Programming and Monitoring (PPM) allocation for FY 2008-09 has been reduced from the original anticipated allocation of \$673,000 to \$589,000. Consequently, an anticipated carryover fund of \$477,169 is included in the FY 2008-09 budgets for the continuation of projects.
- 6) The Transportation for Clean Air (TFCA) fund is increased by \$631,470, which includes carryover funds of \$631,470 from FY 2007-08. The Safe Routes to School Program is programmed in the budget for its pilot engineering projects in the amount of \$116,263.
- 7) The Community Based Transportation Plan (CBTP) Grant is increased by \$90,000 to fund the new studies for City of Vacaville and East Fairfield.
- 8) The Jepson Parkway Project fund from STIP funds is increased from its original budget as a result of an anticipated carryover funds from FY 2007-08 for the continuation of this multi-year project.
- 9) The North Connector East Design Preliminary Engineering and Construction budget is increased \$1,650,000 to reflect the change in the project's schedule. In May 2008, the STA Board approved and certified the North Connector Project Final Environmental Impact Report (EIR). The project is in its final design and right-of-way acquisition and construction for improvements at the Abernathy Road and Chadbourne Road interchanges which is scheduled to start Summer of 2008.
- 10) In FY 2007-08, the I-80/I-680/SR 12 Interchange Project obtained funding from the Regional Measure (RM) 2 in the amount of \$8.0 Million. A carryover of RM 2 funds is programmed in FY 2008-09 for the continuation of the multi-year project. Funding from the Transportation Congestion Relief Program (TCRP) for this project has been fully expended as of June 2008.
- 11) The I-80 HOV Lane Project Project Approval/Environmental Document (PA/ED) fund from RM 2 is increased with the additional allocation of \$7.3 Million for the continuation of the project and start of construction, which is managed by Caltrans. This project has an estimated completion date of October 2009.
- 12) The SR 12 Bridge Realignment Study project which started in FY 2006-07 has carryover funds programmed for FY 2008-09. This project study is funded from the Federal Earmark and City of Rio Vista local match funds and is anticipated to be done in FY 2008-09.
- 13) The I-80 HOV/Turner Parkway Overcrossing project funded with the partnership between the City of Vallejo, Solano County, & STA using the County of Solano's Federal Earmark and local fund match from the City of Vallejo, Solano County, and STA. This project was initiated in FY 2006-07 and is scheduled to be done in FY 2008-09

FY 2008-09 Expenditure Changes

Changes to the approved budget are reflective of funds carryover and revenue changes as described above. The budget expenditure revisions are as follows:

- 1) *The Operation and Management Budget* is increased by \$260,255. In July 2007, the STA Board approved the update to the Contingency Reserve Policy to set aside 2.0% of the total Limited Operating Budget through the annual budget allocation from unrestricted source of funding, which currently is the Membership Contribution. As of FY 2007-08, the Contingency Reserve balance is \$395,974, which is at 73% of the targeted reserve for the four (4) months limited operating budget. Subsequently, in February 2008, the STA Insurance Reserve Fund (IRF) was established and approved to set aside \$50,000 per year up to \$200,000. Therefore, the FY 2008-09 proposed budget includes an allocation of \$50,801 for the Contingency Reserve fund and \$50,000 for the Insurance Reserve Fund. The STA Operation and Management approved budget did not include personnel costs for the newly modified Deputy Director/Director of Projects position of approximately 10% of time and payroll reallocation of the Marketing and Legislative Program Manager position and activities.

The Expenditure Plan budget is increased by \$38,000, which includes the funds carryover of \$71,200 from FY 2007-08 for the dissemination of information and activities for future local measure.

- 1) *The Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)* total program budget is increased by \$248,528. This increase reflects carryover and reprogrammed funds from FY 2007-08, as previously mentioned above for the continuation of multi-year and on-going projects.
- 2) *The Project Development* budget is increased by \$20.66 million to reflect anticipated project delivery and includes the carryover of funds. The North Connector East, the I-80 High Occupancy Vehicle (HOV) Lanes, and Ramp Metering are in construction and right of way acquisition for FY 2008-09. The I-80 Eastbound Cordelia Truck Scales Relocation Project is a new project that has been separated out from the I-80/I-680/SR 12 Interchange Project based upon the awarding of Proposition IB Trade Corridor Improvement Funds to the project by the California Transportation Commission. A memorandum of understanding (MOU) with Caltrans, Napa County Transportation and Planning Agency (NCTPA), and STA designated STA as the lead agency for the project design for the SR 12 Jameson Canyon Project. The Jepson Parkway Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS) is done and public review is underway.

The Project Development budget also includes the hiring of a Project Manager. This new position will be responsible for performing project management duties and work involving studies and reports, plans, designs, and the delivery of projects.

- 1) *The Strategic Planning* budget is increased \$922,515 million to include carryover of funds from FY 2008-09 and new project studies. As identified in STA's Overall Work Plan for FY 2008-09, new planning efforts and studies are reflected in the planning budget. The Comprehensive Transportation Plan (CTP) update includes the following studies: the Countywide Bicycle Master Plan Update, Countywide Pedestrian Plan Update, and the Routes of Regional Significance Update. In addition, new studies are initiated and plan

updates for the following studies: Regional Transportation Impact Fee (Feasibility Study/AB1600), Alternative Fuel Study, I-80/I-680/I-780 Transit Corridor Study (Operational), Rail Station and Service Plan Update and Implementation Plan, Solano Senior and Disable Transit Plan Update, Rail Crossing Plan, Water Transit Plan, and the SR 12 Jameson Canyon Ridge Trail Study. These studies are funded with the State Transit Assistance Funds (STAF), Surface Transportation Program (STP), and fund swap from the City of Fairfield's TDA funds.

Cost of Living Adjustment (COLA) for STA Staff

The STA Board has adopted a policy for calculating cost of living adjustments for STA staff salaries using the average Consumer Price Index (CPI) of three areas: United States cities, Western Urban areas, and the San Francisco/Oakland/San Jose urban area. The average annual change in CPI for 2007 for the three areas was 3.1%. The proposed FY 2008-09 budget revision includes a cost of living adjustment using 3.0%. The total fiscal impact of the 3.0% COLA adjustment for all STA employees for FY 2008-09 is \$55,794. Approval of the COLA requires approval by the STA Board as a separate action as part of the adoption of the FY 2008-09 budget.

Modifications to Job Classifications

As part of the budget revisions to the FY 2008-09 budget, staff is recommending salary range and modifications for the following positions:

1. Modifying Job Classification and Salary Range of Director of Projects to Deputy Director/Director of Projects;
2. Modification of Salary Range for Director of Transit and Rideshare Services;
3. Establishment of a Project Manager Position; and
4. Establishment of a Part-time Marketing Assistant Position.

The recommended adjustments to the compensation ranges for the Deputy Director/Director of Projects and Director of Transit and Rideshare Services are to reflect additional job responsibilities taken on by both positions.

The hiring of the Project Manager is in lieu of hiring a Project Engineer, wherein recruitment has been attempted several times with no success. The hiring of the part-time Marketing Assistant is due to having a majority of the STA marketing campaign and activities done in-house rather than using an outside consultant. These modifications to job classifications are made possible due to reasons specified and eliminating other cost to nearly fully offset the cost of these proposed changes. The salary range adjustment for these positions for the FY 2008-09 is approximately \$127,503 and is reflected in the budget. This cost is offset by expenditure reductions by leaving the Project Engineer position vacant and reducing the use of marketing consultants. Including these offset savings, the additional cost to the STA for these proposed changes are \$9,119. In addition, STA is preparing to conduct a Salary Survey, which is an update to the Salary Survey done in FY 2005-06.

To ensure conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the approved budget for FY 2008-09 is revised to reflect changes in the budget revenue and expenditures.

Budget highlights for FY 2009-10 is summarized as follow:

FY 2009-10 Revenues

STA's core revenues such as the Members Contribution (Gas Tax), TDA, and STAF are anticipated to have a slight reduction. Projects and Project Studies fund sources tend to fluctuate with the expenditures on multi-year projects and the availability of specific grant revenues. In order to continue the delivery of STA's priority projects at the same rapid pace and level of activity, a swap fund for at least three years is needed in FY 2009-10 for future delivery of project and project studies. Other STA revenue sources are inadequate to fund the level of countywide project development and project delivery activities needed.

FY 2009-10 Expenditure

- 1) No new positions are added to the proposed FY 2009-10 budgets. Salaries have been budgeted to cover annual merit and performance based step increases and an estimated cost of living adjustment. The cost of living adjustment will be revised based on actual CPI for 2008 and will be presented to the STA Board as a budget revision in the spring of 2009.
- 2) Health Benefits premium rates historically increases annually, hence, the budget reflects a 10% increase for health benefits for FY 2009-10.
- 3) A contribution to the reserve account is at the same amount as previously done. At the end of FY 2008-09, STA will have a total reserve amount of \$570,976. The Contingency Reserve balance will be approximately \$467,504, which is 82% of the third year estimated contingency plan. The Insurance Reserve balance is estimated at \$103,472 including interest, which is on its second year of reserve plan.
- 4) In FY 2009-10, STA is anticipated to be in a four year construction for most of its projects. The proposed budget reflects the anticipated funding level that STA either serves as the lead agency for the majority of the tasks or serves as co-lead or partners with the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), or other agencies in the implementation of the projects.

The total FY 2009-10 revenue and expenditure is \$36.38 million. The proposed balance budget assumes \$598,559 of STIP swap funds to continue the delivery of STA's priority projects as current level.

Fiscal Impact:

The fiscal impact for FY 2008-09 is as follows:

1. Cost of Living Adjustment (COLA) of \$55,794.
2. Total cost to Modifications to Job Classifications of \$9,119.
3. Total FY 2008-09 budget change of \$22.23 million, which includes new I-80 East Bound (EB) Truck Scales Relocation and the SR 12 Jameson Canyon Projects.

Recommendation:

Approve the following:

1. Adopt FY 2008-09 Budget Revision as shown in Attachment A;
2. Adopt FY 2009-10 Proposed Budget as shown in Attachment B;
3. Approve the 3.0% COLA for STA Staff for FY 2008-09 as included in the budget; and
4. Approve the following modifications to STA Job Classifications:

- a. Modifying Job Classification and Salary Range of Director of Projects to Deputy Director/Director of Projects;
- b. Modification of Salary Range for Director of Transit and Rideshare Services;
- c. Establishment of a Project Manager Position; and
- d. Establishment of a Part-time Marketing Assistant Position.

Attachments:

- A. STA FY 2008-09 Budget Revision dated July 9, 2008.
- B. STA FY 2009-10 Proposed Budget dated July 9, 2008.



FY 2008-09 BUDGET REVISION

July 9, 2008

REVENUES		
STA Fund	Adopted FY 08-09	Proposed FY 08-09
Members Contribution/Gas Tax (Reserve Accounts)	30,000	108,801
Members Contribution/Gas Tax	258,000	205,785
Transportation Dev. Act (TDA) Art. 4/8	490,430	451,425
State Transit Assistance Fund (STAF)	464,020	968,896
Surface Transportation Program (STP)	925,010	723,309
State Planning & Research (SP&R) - SR 113 MIS	-	16,000
SP&R - Smart Growth Study	-	-
SP&R - Operation/Implementation Plan	-	150,000
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	673,000	1,066,169
State Transportation Improvement Program (STIP)	-	34,943
Regional Measure (RM) 2 - North Connector - Design	11,357	26,806
Regional Measure (RM) 2 - I-80 HOV Lanes	62,150	6,500
Regional Measure (RM) 2 - I-80 Interchange Project	21,502	26,806
Regional Measure (RM) 2 - I-80 East Bound (EB) Truck Scales Relocation	-	48,727
Transportation for Clean Air (TFCA)	207,753	524,019
ECMAQ - MTC	195,000	150,000
Regional Measure (RM) 2 - Transit	-	70,000
Regional Rideshare Program (RRP)	240,000	240,000
Community Based Transit Study (CBTS)	30,000	120,000
City of Fairfield (swap) Transportation Dev. Act (TDA)	0	529,381
Bay Area Ridge Trails	0	55,000
TFCA-Napa	30,000	-
AVA Program/DMV	11,000	11,100
Local Funds - Cities/County	83,000	99,600
Sponsors	-	13,000
Subtotal	\$ 3,732,222	\$ 5,646,267

TFCA Program		
Transportation for Clean Air (TFCA)	107,773	422,977
Subtotal	\$ 107,773	\$ 422,977

Abandoned Vehicle Abatement Program		
Department of Motor Vehicle (DMV)	342,000	358,900
Subtotal	\$ 342,000	\$ 358,900

I-80 East Bound (EB) Truck Scales Relocation		
RM 2 Funds	0	3,547,648
Subtotal	\$ -	\$ 3,547,648

Jepson Parkway Project		
State Transportation Improvement Program (STIP)	1,000,000	1,115,087
Subtotal	\$ 1,000,000	\$ 1,115,087

Jameson Canyon Project		
STIP/TCRP	-	3,500,000
Subtotal	\$ -	\$ 3,500,000

North Connector East (Chadbourne Rd/Right of Way)		
Preliminary Engineering/Right of Way - RM-2 Funds	2,988,643	4,623,194
Subtotal	\$ 2,988,643	\$ 4,623,194

I-80/I-680/SR 12 Interchange EIR/EIS		
TCRP 25.3	902,395	-
RM 2 Funds	-	6,479,033
Subtotal	\$ 902,395	\$ 6,479,033

SR 12 Bridge Realignment		
Federal Earmark	-	193,821
City of Rio Vista	-	44,680
Subtotal	\$ -	\$ 238,501

I-80 High Occupancy Vehicle (HOV) Lane/Ramp Metering		
PA/ED Design RM-2	1,937,850	7,293,500
Subtotal	\$ 1,937,850	\$ 7,293,500

I-80 HOV/Turner Parkway Overcrossing		
Federal Earmark	-	10,000
Local Funds-Solano County/City of Vallejo	-	2,000
Subtotal	\$ -	\$ 12,000

TOTAL, ALL REVENUE	\$ 11,010,883	\$ 33,237,107
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EXPENDITURES		
Operations & Administration	Adopted FY 08-09	Proposed FY 08-09
Operations Management	1,376,308	1,517,962
STA Board of Directors/Administration	50,000	51,800
Expenditure Plan	50,000	88,000
Contributions to STA Reserve Account	30,000	108,801
Subtotal	\$ 1,506,308	\$ 1,766,563

Transit and Rideshare Services/SNCI		
Transit/SNCI Management/Administration	432,782	476,945
Employer/Van Pool Outreach	15,000	12,200
SNCI General Marketing	15,000	114,872
Commute Challenge	16,000	16,000
Bike to Work Campaign	20,000	28,000
Bike Links	15,000	15,000
Incentives	20,000	25,000
Emergency Ride Home (ERH) Program	30,000	5,000
Transit Management Administration	204,324	225,000
Solano Express	75,020	100,000
Community Based Transit Study	30,000	120,000
Lifeline Program	15,000	15,000
Paratransit Coordinating Council (PCC)	40,000	45,000
Solano Paratransit Assessment Implementation	-	40,000
Transit Marketing	-	70,000
Transit Consolidation Feasibility Study	75,000	75,000
Subtotal	\$ 1,003,126	\$ 1,383,017

Project Development		
Project Management/Administration	133,429	133,223
Safe Route to School Program	69,739	151,263
I-80/I-680/I-780 Operation/Implementation Plan	-	200,000
Project Study Report (PSR) SR 12/Church	125,664	64,000
SR 12 Median Barrier Study (MBS)/PSR	300,000	746,934
Jepson Parkway	1,000,000	1,115,087
Jameson Canyon Project	-	3,500,000
I-80/I-680/SR 12 Interchange PA/ED	902,395	6,479,033
North Connector-East (Chadbourne Rd/Right of Way)	2,988,643	4,623,194
I-80/HOV Lanes/Ramp Metering	1,937,850	7,293,500
I-80 HOV/Turner Parkway Overcrossing	-	12,000
I-80 East Bound (EB) Truck Scales Relocation	-	3,547,648
SR 12 Bridge Realignment Study	-	238,501
DMV Abandoned Vehicle Abatement (AVA) Program	342,000	358,900
Subtotal	\$ 7,799,720	\$ 28,463,283

Strategic Planning		
Planning Management/Administration	350,956	96,272
SR 113 MIS/Corridor Study	-	20,000
SR 12 MIS/Corridor Study	-	15,000
Events	13,000	18,000
Model Development/Maintenance	80,000	80,000
Solano County TLC Program	150,000	225,000
TFCA Programs	107,773	422,977
Comprehensive Transportation Plan (CTP)/EIR	-	109,159
Safe Route to Transit	-	42,836
Regional Impact Fee (Feasibility Study/AB 1600)	-	200,000
Alternative Fuel Study	-	10,000
I-80/I-680/I-780 Transit Corridor Study (Operational Plan)	-	100,000
Rail Station and Service Plan Update and Implementation Plan	-	80,000
Solano Senior & Disabled Transit Plan Update	-	80,000
Rail Crossing Plan	0	30,000
Water Transit Plan	0	40,000
SR 12 Jameson Canyon Ridge Trail Study	-	55,000
Subtotal	\$ 701,729	\$ 1,624,244

TOTAL, ALL EXPENDITURES	\$ 11,010,883	\$ 33,237,107
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FY 2009-10 PROPOSED BUDGET
July 9, 2008

REVENUES	
STA Fund	FY 09-10
Members Contribution (Reserve Account)	108,801
Members Contribution	179,208
TDA Art. 4/8	451,425
STAF	493,020
STP	525,000
STIP Swap	598,559
STIP/PPM	582,740
STIP	42,218
Regional Measure (RM) 2 - North Connector	25,175
Regional Measure (RM) 2 - I-80 HOV	9,029
Regional Measure (RM) 2- I-80/I-680/SR 12 Interchange Project	25,175
Regional Measure (RM) 2- I-80 East Bound (EB) Truck Scales	44,013
TFCA	228,997
ECMAQ	286,479
MTC Rideshare	240,000
CBO Grant	42,716
DMV/AVA	11,250
Local Funds - Cities/County	95,600
Sponsors	13,000
Subtotal	\$4,002,405

TFCA Program	
Transportation for Clean Air (TFCA)	16,803
Subtotal	\$16,803

Abandoned Vehicle Abatement Program	
Department of Motor Vehicle (DMV)	363,750
Subtotal	\$363,750

Jepson Parkway	
STP	2,357,782
Subtotal	\$2,357,782

North Connector East	
Preliminary Engineering - RM-2	14,974,825
Subtotal	\$14,974,825

I-80/I-680/SR 12 Interchange	
RM 2	4,970,617
Subtotal	\$4,970,617

I-80 HOV Lanes	
RM 2	4,990,971
Subtotal	\$4,990,971

I-80 East Bound (EB) Truck Sales Relocation	
RM 2	2,000,000
Subtotal	\$2,000,000

SR 12 Jameson Canyon Project	
TCRP/STIP/STP	2,700,000
Subtotal	2,700,000

TOTAL REVENUE	36,377,153
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EXPENDITURES	
Operations & Administration	FY 09-10
Operations Management	1,670,093
STA Board of Directors/Administration	51,800
Expenditure Plan	50,000
Contributions to STA Reserve Account	108,801
Subtotal	\$1,880,694

Transit and Rideshare Services/SNCI	
Transit/SNCI Management/Administration	494,665
Employer/Van Pool Outreach	12,200
SNCI General Marketing	54,872
Commute Challenge	16,000
Bike to Work Campaign	28,000
Bike Link Maps	15,000
Incentives	25,000
Guaranteed Ride Home Program	5,000
Solano Express	125,000
Transit Management Administration	211,192
Community Based Transportation Plan (CBTP)	42,716
Lifeline Program	15,974
Paratransit Coordinating/PCC	45,000
	0
Transit Consolidation Feasibility Implementation	20,000
Subtotal	\$1,110,619

Project Development	
Project Management/Administration	165,325
Safe Route to School Program	35,073
Project Study Report (PSR)	145,885
SR 12 Median Barrier Study (MBS)/PSR	100,000
Jepson Parkway	2,357,782
SR 12 Jameson Canyon Project	2,700,000
I-80/680/12 Interchange PA/ED - RM 2	4,970,617
North Connector-East - RM 2	14,974,825
I-80 HOV Lanes Project	4,990,971
I-80 HOV/Turner Parkway Overcrossing	0
	0
I-80 East Bound (EB) Truck Scales Relocation	2,000,000
DMV Abandoned Vehicle Abatement (AVA) Program	363,750
Subtotal	\$32,804,228

Strategic Planning	
Planning Management/Administration	191,634
Events	18,000
Model Development/Maintenance	80,000
Solano County TLC Program	150,000
Safe Route to Transit	16,159
SR 29 MIS/Corridor Study	34,602
SR 12 MIS/Corridor Study	46,050
Comprehensive Transportation Plan (CTP)	28,364
TFCA Programs	16,803
Subtotal	\$581,612

TOTAL EXPENDITURES	\$36,377,153
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DATE: June 27, 2008
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Authorization to Initiate Feasibility Study for Regional Transportation Impact Fee

Background:

One of the tasks identified by the Solano Transportation Authority (STA) Board as a priority project in the STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2008-09 and 2009-10 is the initiation of a Regional Impact Fee Study. Regional Transportation Impact Fees are used by a variety of counties throughout the State of California. A transportation impact fee is established by local government (and usually collected during issuance of the building permit) in connection with approval of a development project for purpose of defraying all or a portion of the cost of particular public facilities. The legal requirements for enactment of a traffic impact fee program are set forth in the California "Mitigation Fee Act", which was adopted in 1987 under AB 1600, and thus these fees are commonly referred to as "AB 1600" fees. An impact fee is not a tax or a special assessment so, by definition, a fee must be reasonably related to the cost of the facility or service provided by the local agency. A copy of a memo from Chuck Lamoree, STA Legal Counsel, discussing the general legal background of development impact fees in California, specifically regional traffic impact fees, will be provided under separate cover.

One of the primary reasons for counties to consider implementing a regional impact fee is to help mitigate and plan for the impact of future growth on local and regional transportation system. According to the Association of Bay Area Governments' (ABAG) most recent growth projections for Solano County (Projections 2007), Solano County is projected to continue to be the fastest growing Bay Area county by percentage with Solano County projected to add 33,000 new residents, 12,450 new jobs, and 10,220 new households between 2010 and 2015 and 94,400 new residents, 54,030 new jobs, and 33,600 new households between 2015 and 2030. According to the STA's Comprehensive Transportation Plan (CTP), Solano County has an estimated projected funding shortfall of over \$3 billion over the next 25 years in funds necessary to both fund the maintenance of the current transportation system and to provide system performance and capacity to address for future growth.

A number of counties in California have planned to mitigate the impacts of their future growth by implementing some form of a countywide, subarea or corridor based traffic impact fee. On February 17, 2005, the STA Board discussed the initiation of a feasibility study to examine issues and options associated with conducting and/or implementing a Countywide Regional Impact Fee Study. This topic was discussed in conjunction with a number of pending countywide transportation issues (including pursuing passage of a follow up local transportation sales tax expenditure plan, a countywide transit consolidation study, and taking steps to accelerate the delivery of priority projects). Subsequently, the STA Board opted to table the initiation of the

feasibility study for the Regional Impact Fee in deference to focusing on several of the other countywide efforts. In preparation for the previous STA Board discussion of this topic, staff researched other California counties and identified 17 counties that have some form of existing or pending countywide, subarea or corridor- based transportation impact fee:

Alameda	Amador	Contra Costa
El Dorado	Los Angeles	Madera
Marin	Merced	Monterey
Orange	Placer	Riverside
Sacramento	San Francisco	Santa Barbara
Santa Cruz	Sonoma County	

Discussion:

Currently, two STA Board established committees, the SR 12 Steering Committee and the SR 113 Steering Committee, have been separately evaluating options for improving mobility and safety along these respective corridors. A key obstacle facing both corridors and a number of other projects located off of the state highway system is the lack of identified federal, state or local funds currently or in the projected near-term future (next ten years) to address critically needed improvements. Earlier this year, members of both committees and STA staff traveled to the nearby counties of Contra Costa and Placer to meet with their transportation agencies and elected officials to discuss their implementation and use of locally generated impact fees to fund critically needed projects on Highway 4 in Contra Costa and in South Placer County and to tour recently constructed projects funded through this approach. The general message conveyed by both Contra Costa and Placer Counties elected officials and staff was that the implementation of their respective fee programs have been successful and a key ingredient in helping start, advance and/or finish transportation projects that would have not otherwise occurred.

At a follow-up meeting on May 20th, the STA Board participants from both the SR 12 Steering Committee and SR 113 Steering Committee met to discuss the two approaches in Contra Costa and Placer County. The group recommended the STA Board consider authorizing STA staff to move forward with the feasibility study for regional traffic impact fees. The direction at the meeting was for the feasibility study to include an assessment of issues, future growth impacts to be addressed, potential projects to be funded to address these impacts, projected revenues to be raised, a range of fee options, and options for participation at either a corridor, sub-regional or countywide level.

Listed below is a list of tasks and issues that are proposed to be considered as part of this feasibility study.

- Form an advisory committee
- Determine and assess growth projections in Solano County jurisdictions
- Identify all local traffic impact fees currently in effect in Solano County jurisdictions and update Regional Impact Fee programs currently in effect in other California counties
- Identify current and future transportation needs
- Identify list of candidate projects eligible for the fee and funding shortfalls for these specified projects
- Identify potential fee revenue based on optional fee levels
- Project Transportation Revenues with Current Sources
- Identify options for implementation of regional traffic impact fee by corridor, sub-region and countywide

- Identify options for a proposed Capital Improvement Program
- Prepare Alternatives and Options for Development of Regional Transportation Impact Fee
- Identify Pros and Cons of Establishing Regional Transportation Impact Fees
- Conduct Outreach to Local Agencies, the Business Community, interest groups and the public
- Identify Institutional Options for Implementing a Regional Impact Fee Program
- Identify Cumulative Impacts of proposed Regional Traffic Impact Fees on current fees
- Prepare Conclusions, Recommendations and Next Steps

Staff is recommending the STA Board authorize the STA Chair to form an advisory committee to guide the staff and consultant on various tasks proposed to be included with this feasibility study. This is suggested to include participants from both, the SR 12 and SR 113 Steering Committees and the Arterials, Highways and Freeway Committee that will guide that element's update as part of the STA's Comprehensive Transportation Plan update. Staff will also plan to form a technical working group comprised of members of the STA's Technical Advisory Committee (TAC), Solano County Planning Directors, and Solano County City Managers Group.

Fiscal Impact:

The feasibility study for a potential Regional Transportation Impact Fee is recommended to be funded from \$75,000 in remaining STP funds available in FY 2008/09 as part of the recent swap of STIP/STP funds.

Recommendation:

Approve the following:

1. Authorize the Executive Director to initiate a feasibility study to examine potential options and benefits regarding the initiation of a regional traffic impact fee;
2. Authorize the Executive Director to issue a Request for Qualifications to conduct a feasibility study;
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$75,000; and
4. Authorize the STA Chair to form an advisory committee comprised of members of Arterials, Highways and Freeways Committee, the SR 12 Steering Committee, and the SR 113 Steering Committee.

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DATE: June 26, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Paratransit Funding and Services Agreement and Solano Paratransit Assessment Study

Background:

The Solano Transportation Authority (STA) manages Fairfield and Suisun Transit (FAST) operates Solano Paratransit. This has been the operating arrangement since the mid-1990s. The Americans for Disabilities Act (ADA) was approved in 1990 and set basic standards on how transit services would accommodate the disabled. In the beginning, intercity paratransit services countywide for the elderly and disabled were operated, under contract with the STA, by a non-profit organization – Solano County Economic Opportunity Council (SCEOC). In 1995, SCEOC was suddenly unable to provide the service. STA maintained the Solano Paratransit service through a contract with Fairfield/Suisun Transit. Nearly simultaneously, Vallejo decided to operate a similar service directly with the City of Benicia and thus Solano Paratransit became a north county service.

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

Solano Paratransit has been primarily funded by Transportation Development Act (TDA) funds from the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and the County of Solano. Over the years, STA has secured a variety of other funds for this service including 5310 grants for the new buses and Regional Paratransit State Transit Assistance Funds. Two new vehicles were received in Fiscal Year (FY) 2007-08 and the STA will be preparing the monitoring reports to meet the 5310 funding requirements. At FAST's staff request, STA has just submitted a 5310 grant application for five more paratransit vehicles to help the paratransit fleet comply with California Air Resources Board (CARB) rules.

Solano Paratransit is operated in conjunction with Fairfield's local paratransit service (DART). STA owns the paratransit vehicles but they are maintained and operated as part of the DART fleet. STA receives monthly statistics from FAST to monitor performance. STA developed the current funding methodology and updates the cost-sharing subsidies annually. Day-to-day operations such as eligibility determinations, dispatching, and vehicle usage are integrated with DART.

Discussion:

As the countywide transportation agency for Solano County, STA is focused on intercity services. Working with FAST and the funding partners, STA has coordinated the operating and capital funding for Solano Paratransit. Over the past two years, the STA has also worked to improve the image of Solano Paratransit by creating a unifying identity with a new logo and

vehicle wraps. The performance of Solano Paratransit is monitored monthly and STA maintains involvement with the resolution of customer issues as needed. In STA's role of providing oversight, major service policy changes and/or fare changes are reviewed and approved by the STA Board after staff level review by not only the STA, but also by the jurisdictions funding Solano Paratransit.

The cost-sharing for FY 2008-09 was recently developed for Solano Paratransit based upon the Solano Paratransit funding partners' recommendations and supported by Consortium and Technical Advisory Committee (TAC). An initial cost estimate was submitted by FAST a couple of months ago. It included a significant budget increase which concerned the funding partners. Once the City of Fairfield selected the new FAST fixed-route and paratransit contractor in May, the initial cost estimate of \$775,809 was revisited to incorporate the actual contract cost versus the contingency costs that were previously assumed. The result was that the total cost increased further to \$792,849 for an annual total cost increase of 31% as compared to FY 2007-08 total cost of \$605,397. The increase in cost was also a result of increased fuel and maintenance costs. A meeting among the Solano Paratransit funding partners was held Monday, June 23rd to address the cost increase and cost-sharing options.

At this meeting, the higher cost of operating Solano Paratransit remained a concern for the funding partners. The STA staff offered to make a recommendation to the STA Board for a one-year allocation of \$192,000 of State Transit Assistance Funds (STAF) funds towards Solano Paratransit to bring the cost down to the FY 2007-08 level so the funding partners would not be significantly impacted by the substantial increase.

With the group's concern that costs are increasing at a significant rate (this was the second double digit increase in the past five years) which cannot be accommodated within the transit budgets, it was also recommended that a Solano Paratransit Assessment Study take place to look at alternative ways to provide Solano Paratransit service. The study would review options of reducing service and/or the service area and the consequential impact on ADA passengers, review the option of each city providing their own paratransit service similar to Solano Paratransit but with transfers of passengers between cities, and review policies on how services are delivered that may also impact the increasing cost of paratransit service. The funding partners expressed the need for this study to take place as soon as possible to allow time to review the assessment by January 2009 in order to plan and prepare to make budget adjustments and/or implement a different service before FY 2009-10. This was supported at the Consortium and TAC.

A request for a new cost-sharing formula had been made by some of the funding partners. Currently the cost-sharing formula includes three factors: population, number of paratransit trips, and average trip distance. A proposal was made that the formula be similar to the Intercity Transit Funding Agreement: residence of riders (80%) and population (20%). This proposal was presented to the funding partners who decided to continue using the existing cost-sharing formula and this was supported at the Consortium and TAC.

One final issue to be resolved is the service area and funding partners. The City of Rio Vista has opted to not participate in Solano Paratransit. As Rio Vista is currently operating deviated fixed-route service between Rio Vista and Fairfield/Suisun City, ADA paratransit service is not required to be provided between these two areas. It has been a longstanding policy decision to serve Rio Vista and, in turn, the City of Rio Vista has contributed funding. In FY 2006-07, 279

trips were provided to Rio Vista at a cost to Rio Vista of \$9,691. Ridership has been at a similar level in this fiscal year. With Rio Vista's decision to opt out, Solano Paratransit will be obligated to transport Rio Vista residents beyond Fairfield/Suisun City which is the extent of Rio Vista's service area. The cost will need to be absorbed by the other funding partners. The cost-sharing does not include Rio Vista and service to Rio Vista will be terminated effective July 1, 2008 with Rio Vista to provide service for their eligible riders.

Fiscal Impact:

Funding to offset the Solano Paratransit FY 2008-09 cost by \$192,000 with State Transit Assistance Funds (STAF) will be claimed by the Solano Paratransit operator, the City of Fairfield. The STA will be the lead on the proposed Solano Paratransit Assessment and Alternatives Feasibility Study and this will be funded with State Transit Assistance Funds.

Recommendation:

Authorize the Executive Director to:

1. Extend the agreement for FY 2008-09 with the City of Fairfield to operate Solano Paratransit;
2. Allocate \$192,000 of FY 2008-09 STAF funds for Solano Paratransit operating costs;
3. Apply the existing cost-sharing formula for FY 2008-09;
4. Direct staff to initiate a study to evaluate the existing Solano Paratransit service and to identify and evaluate alternate service delivery options to be completed by January 2009;
5. Allocate \$60,000 of STAF/Solano funds for the Solano Paratransit Assessment and Alternatives Feasibility Study;
6. Release a Request for Proposals for the Solano Paratransit Assessment and Alternatives Feasibility Study and execute a contract with a consultant for the Solano Paratransit Assessment and Alternatives Feasibility Study for an amount not to exceed \$60,000.

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DATE: June 26, 2008
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Community Based Transportation Plans (CBTP) –
Vallejo and Cordelia/Fairfield/Suisun City

Background:

The goal of the Metropolitan Transportation Commission (MTC)'s Community Based Transportation Plan (CBTP) Program is to advance the findings of the Lifeline Transportation Network Report in the 2001 Regional Transportation Plan (RTP). The Lifeline report identified transit needs in economically disadvantaged communities throughout San Francisco Bay Area, and recommended initiation of community-based transportation planning as a first step to address them. Likewise, the Environmental Justice Report for the 2001 RTP also identified the need for the Metropolitan Transportation Commission (MTC) to support local planning efforts in low-income communities throughout the region.

The CBTP Program is designed to be a collaborative process to ensure the participation of key stakeholders, such as community-based organizations (CBOs) that provide services within low-income neighborhoods, local transit operators, and county Congestion Management Agencies (CMAs). Each planning process must involve a significant outreach component to engage the direct participation of residents in the community.

As a result of this planning process, potential transportation improvements specific to low-income communities would be identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address, will be forwarded to applicable transit agencies, CMAs, and MTC for consideration in future investment proposals such as countywide expenditures plans and Short Range Transit Plans (SRTPs). Funding opportunities would be explored to support them, and an outline for an action plan to implement the solutions would be developed.

Each county needs to conduct a comprehensive planning effort to identify transit needs in disadvantaged communities. STA is the lead agency for Solano County. In addition, STA has assumed overall responsibility for project oversight. In Solano County, the initial areas identified by MTC were Dixon, Cordelia, and Vallejo. The Dixon Community-Based Transportation Plan was completed as a pilot program in 2004. Based on discussion between STA and MTC staff, the Cordelia study area was expanded to include several lower income neighborhoods of Fairfield and Suisun City.

Discussion:

To complete the Cordelia/Fairfield/Suisun City and Vallejo CBTPs, STA engaged the Valerie Brock Consulting team to perform the scope of work as required for the Community Based Transportation Plans. Valerie Brock Consulting has been working closely with STA staff to deliver the draft plans for Vallejo and Cordelia/Fairfield/Suisun City area communities.

Technical Advisory Committees (TAC) were established for each study area. The purpose of each study's TAC has been to facilitate the project. Their objectives have been to review and finalize work products prior to presentation to the stakeholders and monitor the schedule and completion of task work products. The TAC initially met in December 2007 and developed the stakeholders' lists. A second meeting was held with each TAC to review the outreach plan and interview guide in January 2008.

Three separate stakeholders' meetings have been held for each CBTP. Vallejo's first meeting was in January. The initial Cordelia/Fairfield/Suisun CBTP meeting was held in January as well. Both meetings were well attended with approximately 40 stakeholders at each meeting. A brief presentation was provided by the consultant team. The purpose of establishing the Stakeholder Group was to gain their insights into the transportation difficulties of the low-income population in their community and to engage the members in helping with outreach to their constituencies. These stakeholders comprise a variety of organizations that represent the low-income priority populations.

At these meetings, key concerns were discussed and suggestions were obtained about the best way to conduct the community outreach. As part of these discussions, many participants volunteered to assist with the community outreach.

Outreach Activities

The consultant team used outreach tools designed to mitigate traditional barriers to low-income community participation. Rather than encouraging low-income community members to attend meetings outside their daily routines, the outreach was performed on-site, in English and Spanish. Community members had opportunities to provide both written and verbal input.

Once the consultant team completed their community outreach process, a second stakeholders' meeting for Vallejo and Cordelia/Fairfield/Suisun's CBTP was held in March. At these meetings, information gathered from the community outreach was presented. The stakeholders' assistance was utilized in ranking the concerns and proposing solutions. The consultant team collected this information from the stakeholders and summarized the prioritized transportation issues and the proposed solutions to close transportation gaps.

After evaluating the feasibility of implementing proposed solutions, draft solutions were prepared and presented to stakeholders groups in Vallejo and Cordelia/Fairfield/Suisun Study in May. After evaluating the feasibility of implementing proposed solutions, the Plans were prepared. The Executive Summary for the City of Vallejo and Cordelia/Fairfield/Suisun were presented to the Transit Consortium and TAC in June 2008. Both Committees approved the plans with the provision that STA, Vallejo, and Fairfield staff would have further time to review for minor editing of the full plans prior to presenting the completed

plans to the STA Board. These revised reports are being submitted to the Board for approval (see Attachments A and B).

Funding Opportunities

Priority projects identified through the Community Based Transportation Planning process will be eligible to apply for future Lifeline funding. In addition, projects identified in the 2002 countywide Welfare to Work Plan will also be eligible. STA will be responsible for programmatic and fiscal oversight of Lifeline Projects (see separate report about Lifeline Funding Call for Projects).

Fiscal Impact:

The STA received a grant from MTC to complete these studies. Due to an aggressive schedule, these two CBTPs were completed on time and within budget. The projects identified by these studies are eligible for Solano County Lifeline funding to be allocated by the STA.

Recommendation:

Approve the following:

1. Adopt the Vallejo Community Based Transportation Plan; and
2. Adopt the Cordelia/Fairfield/Suisun City Community Based Transportation Plan

Attachments:

- A. Vallejo Community Based Transportation Plan (To be provided to the STA Board Members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075.)
- B. Cordelia/Fairfield/Suisun City Community Based Transportation Plan (To be provided to the STA Board Members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075.)

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DATE: June 24, 2008
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: North Connector Transportation for Livable Communities (TLC) Corridor
Concept Plan

Background:

The STA began the North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan in January 2007. The corridor concept plan is related to the STA's North Connector Project. The TLC Corridor Concept Plan's scope encompasses the planned North Connector roadway segments between Abernathy Road and State Route (SR) 12/Jameson Canyon as well as adjacent streets in the Fairfield and Solano County jurisdictions. The primary purpose of this plan is to develop design improvements with TLC concepts, which include alternative modes connections, such as bicycle and pedestrian, to residential, employment, civic and retail land uses throughout the corridor.

The planning and engineering firm ARUP was selected to assist in the development of the plan. ARUP and STA staff met three (3) times with a working group consisting of staff from Solano County and City of Fairfield planning and public works departments. Staff also provided a presentation of the corridor's opportunities and constraints to a joint meeting with the Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) on March 8, 2007. On May 10, 2007, the staff working group and ARUP hosted a Public Workshop at Nelda Mundy Elementary School. The public workshop attendance was relatively small which allowed staff and consultants to give participants more detailed information regarding the project's parameters.

Discussion:

The North Connector TLC Corridor Concept Plan includes:

- A detailed background on the plan,
- Existing conditions,
- Potential types of TLC improvements/components,
- Corridor design themes,
- Conceptual bicycle, pedestrian, and transit improvements, and
- Preliminary cost estimates for concept projects

The STA staff and the consultant provided a presentation on the draft Plan to the STA Board on September 12, 2007. The STA Board unanimously agreed to release the draft Plan for public comment with STA staff accepting comments until October 11, 2007.

STA staff and the consultant developed a final draft Plan based on the comments received at the time. Subsequent to the North Connector Project Final EIR certification in May 2008, STA staff is recommending approval of the North Connector TLC Corridor Concept Plan (see Attachment A). On January 2, 2007, the STA Technical Advisory Committee (TAC)

reviewed the Draft North Connector TLC Corridor Concept Plan and unanimously supported its adoption by the STA Board.

Additionally, STA staff is seeking direction regarding the theme of the corridor. Three options were developed as part of the corridor plan (see Attachment B). After consulting with staff from Solano County and the City of Fairfield public works and planning departments, STA staff recommends Theme 2 – stone and wood option as illustrated in Attachment C. Upon approval by the STA Board, the chosen corridor theme will be used to guide improvement designs on the STA's North Connector Project.

STA staff also recommends that the City of Fairfield and Solano County adopt the North Connector TLC Corridor Concept Plan following adoption by the STA Board. This action will assist in implementing the conceptual recommendations to the North Connector corridor as part of future bicycle, pedestrian, transit, and roadway improvements.

Fiscal Impact:

This project is fully funded through the STA's Transportation Planning Land Use Solutions (T-PLUS) funds for a total of \$42,000.

Recommendation:

Approve the following:

1. Adopt the North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan;
2. Select Theme 2 – Stone and Wood option for as the North Connector design theme as illustrated in Attachment C; and
3. Authorize STA staff to assist the County of Solano and City of Fairfield to adopt and implement the North Connector Transportation for Livable Communities Corridor Concept Plan.

Attachment:

- A. North Connector TLC Corridor Concept Plan (To be provided to the STA Board Members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075.)
- B. Corridor Design Themes- North Connector TLC Corridor Concept Plan
- C. Theme 2 – Stone and Wood option (Recommended Corridor Design Theme)

North Connector TLC Corridor Concept Plan

Corridor Design Themes

One of the goals of the Concept Plan is to develop a design theme that can be used consistently throughout the North Connector Corridor. Three potential themes have been developed for consideration. Each theme illustrates how a material or set of materials could be used in the composition of common streetscape elements as a way to help unify the look and feel of the North Connector Corridor. The themes feature the following materials:

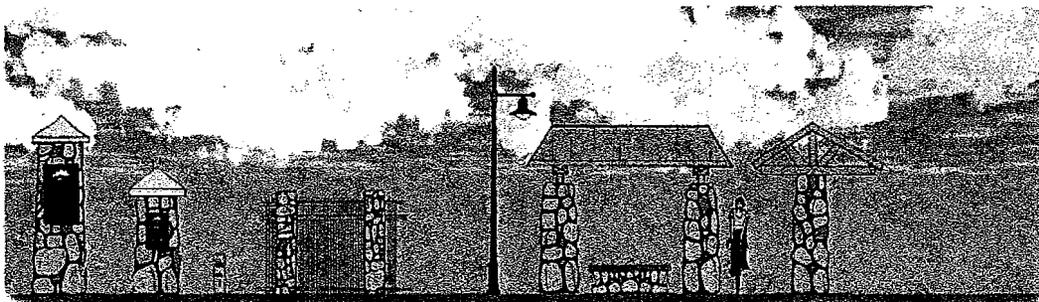
- Theme 1 – masonry and steel
- Theme 2 – stone and wood
- Theme 3 – wood

The streetscape elements illustrated in each theme include the following, from left to right:

- Gateway feature
- Wayfinding sign
- Mile post marker
- Fence
- Light standard
- Transit shelter (front view)
- Transit shelter (side view)



Theme 1 – masonry and steel

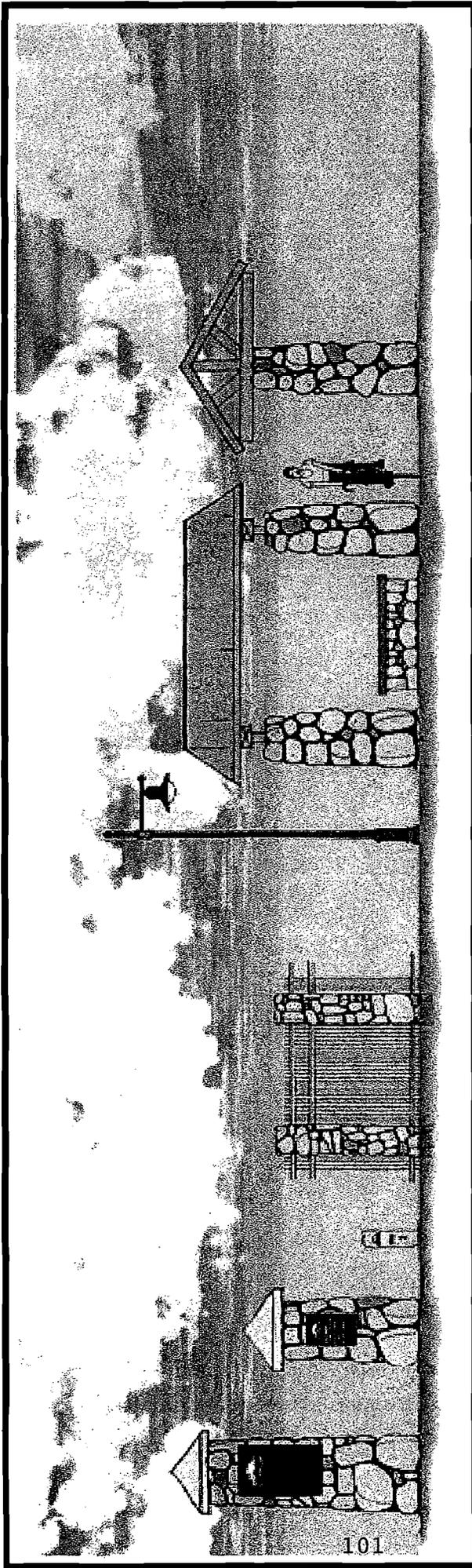


Theme 2 – stone and wood



Theme 3 – wood

Recommended Corridor Theme



Theme 2 – stone and wood



DATE: June 26, 2008
TO: STA Board
FROM: Janet Adams, Director of Projects
RE: Jepson Parkway Project – Implementation Plan

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA) in partnership with the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project will improve intra-county mobility for Solano County residents and provide traffic relief for I-80. The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County. Roadways proposed for improvements in the corridor could include Peabody Road, Leisure Town Road, Vanden Road, Cement Hill Road, Huntington Drive, Air Base Parkway, and/or Walters Road, including a possible extension of Walters Road north of its existing terminus. The project also includes safety improvements such as the provision of roadway medians, traffic signals, shoulders, separate turn lanes, railroad grade separations and separate bike lanes

The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: The extension of Leisure Town Road from Alamo to Vanden (Vacaville/County); The relocation of the Vanden/Peabody intersection (Fairfield); improvements to Leisure Town Road bridges (Vacaville); and, The Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville). A Notice of Preparation (NOP) and Notice of Intent (NOI) for the Project were published in the summer of 2000. Publication of these notices established the baseline against which the project's environmental impacts are measured. Since 2000, the conditions in the corridor have continually evolved, and the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and supporting technical reports have been updated to reflect current conditions. Additional field reviews and/or research has been conducted for biological resources, visual resources, land use, traffic, and hydrology/water quality. Caltrans is the federal lead agency under National Environmental Protection Act (NEPA) and STA is acting as State lead agency under California Environmental Quality Act (CEQA). The Draft EIR/EIS was released for public comment in June 2008, with a public hearing scheduled for June 24, 2008. The public comment period will close on August 6, 2008.

Within Solano County, the project crosses through Vacaville, Fairfield, and Suisun City. Solano County contains both highly urbanized lands and rural lands. Most of the County's urban land is concentrated along the I-80 corridor. Elsewhere in the County, land primarily supports rural residential, agricultural, and open space uses. Major land uses within the corridor are varied and include concentrations of residential, commercial, industrial, and agricultural uses.

Discussion:

The 12-mile Jepson Parkway project will improve intra-county mobility for Solano County residents. The purpose of the proposed project is to provide roadway improvements that create a safe, environmentally-conscious route for local traffic through central Solano County. The project is designed to meet objectives of the *Jepson Parkway Concept Plan* (Concept Plan), prepared by STA. As envisioned by the Concept Plan, the Jepson Parkway would improve safety at various locations and along various road segments; offer relief from existing and anticipated traffic congestion on north-south routes in Solano County; provide improved and new transit, bicycle, and pedestrian facilities; and include a crossing of the Union Pacific Railroad (UPRR) tracks. The Concept Plan also proposes advisory design guidelines that would promote visual continuity along the roadway through the consistent use of design elements such as landscaping and signage.

Implementation of the project to meet the objectives of the Concept Plan would assist the STA in meeting the following specific purposes:

- Provide an integrated and continuous route for local north-south trips between Vacaville, Fairfield, Suisun City, and unincorporated areas of central Solano County as an alternative to using I-80.
- Provide local traffic a safe, convenient route between Vacaville, Fairfield, Suisun City, and unincorporated areas of central Solano County using existing roadways when feasible.
- Enhance multimodal transportation options for local trips in central Solano County, by providing a safe, convenient bicycle and pedestrian path and a continuous north-south route for transit use in the area.

In accomplishing these purposes, the Jepson Parkway Project would overcome a number of shortcomings and deficiencies in the existing patchwork of road segments. Specifically, the project would: Address existing and future traffic congestion for north-south mobility in central Solano County.

- Improve existing and future roadway safety along the corridor.
- Accommodate traffic associated with future planned growth, as identified in the following adopted local plans:
 - ✓ Regional Transportation Plan for the San Francisco Bay Area (RTP);
 - ✓ City of Vacaville General Plan;
 - ✓ City of Fairfield General Plan;
 - ✓ City of Suisun City General Plan; and
 - ✓ Solano County General Plan.
- Relieve existing and future (2030) traffic congestion on I-80.
- Support future multimodal transit options and bicycle and pedestrian use.

The EIR/EIS studies four (4) Alternatives, in addition to the no build (see Attachment A). These are:

- Alternative A: No Build (No Action)
- Alternative B: Leisure Town Road–Vanden Road–Cement Hill Road–Walters Road Extension–Walters Road
- Alternative C: Leisure Town Road–Vanden Road–Peabody Road–Air Base Parkway–Walters Road
- Alternative D: Leisure Town Road–Vanden Road–Peabody Road–Huntington Drive–Walters Road
- Alternative E: Peabody Road–Air Base Parkway–Walters Road

The schedule for the environmental phase of the project is:

- Jepson Parkway Newsletter - Late May
- Release Draft EIR/EIS for public comment – June 2008
- Public Hearing –June 24, 2008
- End of Public Review – August 6, 2008
- Staff Recommend Preferred Alternative - Fall 2008
- NEPA 404 LEDPA Concurrences - Fall 2008
- Final EIS/EIR – Early 2009
- Record of Decision (ROD)/Notice of Determination (NOD) – Mid 2009

With the release of the Draft EIR/EIS for public comment the project has reached a major milestone, as such, the implementation plan for the Project needs to be developed. Implementation plan would include; identification of elements included in segments, priority of segments for construction, lead for segments and corridor funding and operational agreement.

To help guide this Project, there is currently in-place a technical advisory working group which is comprised of the STA Technical Advisory Committee (TAC) member from each jurisdiction (the cities of Suisun City, Fairfield, Vacaville and the County of Solano) and the STA Jepson Parkway Committee which is comprised of the Board member from each of these jurisdictions.

It is proposed that the STA Executive Director be authorized to work with the Project's technical advisory working group and the STA Jepson Parkway Committee to develop an Implementation Plan for the Project. The corridor funding and operational agreement would come to the STA Board for approval.

At the June 25, 2008 Technical Advisory Committee (TAC), this proposed action received unanimous support to send a recommendation to the STA Board to authorize the Executive Director to develop the Jepson Parkway Project Implementation Plan.

Recommendation:

Authorize the Executive Director to develop the Jepson Parkway Project Implementation Plan.

Attachment:

- A. Jepson Parkway Alternatives

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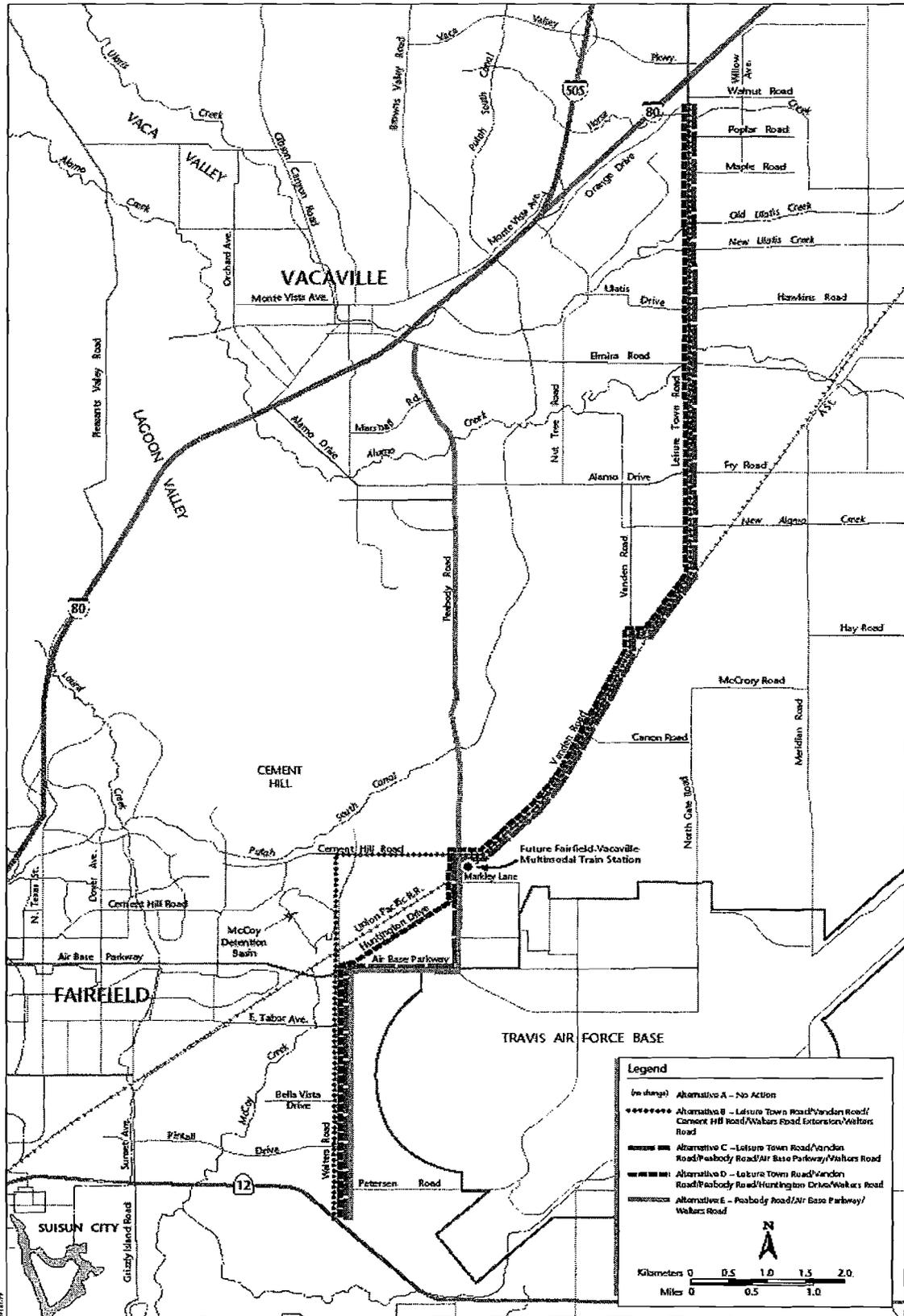


Figure 2-2
Jepson Parkway Project Location

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DATE: July 1, 2008
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues. Legislative updates from our state and federal legislative consultants are included (Attachment A and B) for further information.

Discussion:

The following is a summary of state bills for which staff recommends taking a position. The corresponding STA legislative priority/platform is indicated for each bill. The most recent amended versions and analyses are attached for further information.

Assembly Bill (AB) 2546 (De La Torre), Air Toxics "Hot Spots" Information and Assessment Act of 1987; Railyards - Oppose

This bill revises the definition of "air release" or "release" to include mobile source emissions at a rail yard. The broad definition of the term "railyard" seems to apply to public transportation facilities. In many cases, transit facilities are located near railroad yards so it may be difficult to discern the true source of the pollution. Additional issues are the pending AB 32 guidelines relating to greenhouse gas emission reductions, the lack of public transportation funding provided in the 2008-09 State Budget and the fact that public transportation facilities are currently regulated by the California Air Resources Board. Railroads are regulated by the federal government so it may be difficult to achieve compliance due to preemption issues.

AB 2546 (Attachments D and E) is being watched by the California State Association of Counties (CSAC) and by the League of California Cities (LCC); Metropolitan Transportation Commission (MTC) has no position. The Capitol Corridor Joint Powers Authority (CCJPA) has taken an 'oppose' position on this bill. In a letter to Senator Lowenthal, Chair of the Senate Transportation and Housing Committee (Attachment C), the CCJPA stated that "any added expenses associated with an enacted AB 2546 will have lasting negative effects on the CCJPA's ability to deliver a reliable, safe passenger transport service." As a partner agency of the CCJPA, staff recommends the STA also take an 'oppose' position on AB 2546.

AB 2558 (Feuer), Climate change mitigation and adaptation fee - Support with amendments

This bill authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) and the Metropolitan Transportation Commission (MTC) to impose a climate change mitigation and adaptation fee in their jurisdictions. Revenues from the fee would be used for public transit and congestion management projects and programs. The author took amendments in committee in order to address equitable distribution of the revenues amongst the nine counties that would be generated in the MTC region. It is unclear whether the amendments would indeed provide a favorable "return to source" as was established in AB 595 (Brown), Chapter 878, Statutes of

1997. Staff recommends support of this bill AB 2558 (Attachments F and G) with amendments to include equitable distribution of revenue. This bill is being watched by CSAC and by the LCC; Contra Costa Transportation Authority (CCTA) opposes it; MTC supports it.

STA Legislative Platform #1.7 regarding Air Quality: Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

SB 303 (Ducheny), Local government; land use planning - Watch

This bill requires transportation agencies to develop an initial planning scenario and an alternative planning scenario, requires submittal of the scenarios to the California Air Resources Board (ARB) to determine compliance with the goals of the Global Warming Solutions Act of 2006 (AB 32 (Nunez and Pavley) Chapter 488, Statutes of 2006), and makes other conforming changes to local government and transportation agency plans for transportation, housing, and land use. This bill is deemed to be the alternative to SB 375, for which the STA has a 'watch' position. It is sponsored by the California Building Industry Association.

CSAC and the LCC have an 'oppose unless amended' position on SB 303 (Attachments H and I); MTC has no position. CSAC and the LCC oppose requiring the submittal of regional transportation plans (RTPs) to the State and the statutory authority granted to the ARB to challenge or amend those plans. They support cities and counties working through their regional governments to develop the RTP and an enhanced land use plan to address green house gas emission (GHG) reduction targets. Regional governments are utilizing very sophisticated modeling and analysis to determine alternative growth scenarios appropriate for their unique circumstances in order to achieve the GHG reduction targets. They do not believe that the State, through the California Air Resources Board, has the expertise or knowledge to override these regional efforts and provide sufficient flexibility necessary to achieve these GHG reduction goals. Further, while CSAC supports revising the housing element requirement to 8 years to synchronize it with the RTP process, we oppose the requirement that cities and counties rezone, and actually provide services and facilities for their regional housing needs assessment (RHNA) within 3 years of the adoption of the housing element. This requirement would be difficult to meet. This language imposes an unrealistic timeline and actually requires complete re-zonings, services and facilities associated with the adequate sites to meet the RHNA. The League of Cities argues that the bill does not include a funding source for either planning or funding the infill infrastructure that will be necessary to facilitate the type of infill necessary to reduce GHG emissions within a region on a per capita basis.

STA Legislative Priority #5: Monitor implementation of AB 32, the California Global Warming Solutions Act of 2006, and support efforts to reduce Greenhouse Gas (GHG) emissions where practicable through the transportation planning and public information process.

SB 1422 (Lowenthal), High Speed Rail Authority - Support

This bill provides an exemption, pertaining to public works contracts undertaken by state agencies, to the California High-Speed Rail Authority (HSRA) allowing HSRA, rather than the California Department of Transportation (Caltrans), to award contracts for constructing a high-speed rail passenger project in the state. Although HSRA has authority to enter into contracts for developing the high-speed rail project, subject to certain approvals, there is some ambiguity in current law relative to the exclusive control of public works contracts by Caltrans, unless there is a specific exemption. SB 1422 (Attachments J and K) provides that specific exemption and,

accordingly, removes the ambiguity in law. This bill is being watched by CSAC and by the LCC; MTC has no position.

STA Legislative Platform #IX.6 regarding Rail: Continue to monitor and evaluate the proposed High Speed Rail Bond scheduled for the November 2008 ballot.

SB 1429 (Perata), Bay Area state-owned toll bridges - Watch

This bill requires state-owned toll bridge project sponsors to provide that identification of the source of any state matching funds for the toll revenues is to be included in the information reported to the Bay Area Toll Authority (BATA) by Caltrans and project sponsors, and that BATA may include this reported data in its Annual Report to the San Francisco Bay Area State Legislative Delegation. CSAC, the LCC; and MTC have no position on SB 1429 (Attachments L and M).

STA Legislative Priority #8: Monitor any new bridge toll proposals, support the implementation of Regional measure 2 (RM 2) funded projects.

Recommendation:

Approve the specified positions on the following items:

- AB 2546 (De La Torre), Air Toxics “Hot Spots” Information and Assessment Act of 1987; Railyards - Oppose
- AB 2558 (Feuer), Climate change mitigation and adaptation fee - Support with amendments
- SB 303 (Ducheny), Local government; land use planning – Watch
- SB 1422 (Lowenthal), High Speed Rail Authority - Support
- SB 1429 (Perata), Bay Area state-owned toll bridges - Watch

Attachments:

- A. State Legislative Update (June 2008) from Shaw/Yoder
- B. Federal Legislative Update (June 2008) from Akin Gump
- C. CCJPA Letter of Opposition of AB 2546
- D. AB 2546 (De La Torre) Amended May 23, 2008
- E. AB 2546 (De La Torre) Bill Analysis June 23, 2008
- F. AB 2558 (Feuer) Amended June 17, 2008
- G. AB 2558 (Feuer) Bill Analysis June 23, 2008
- H. SB 303 (Ducheny) Amended June 9, 2008
- I. SB 303 (Ducheny) Bill Analysis June 20, 2008
- J. SB 1422 (Lowenthal) Amended April 7, 2008
- K. SB 1422 (Lowenthal) Bill Analysis June 20, 2008
- L. SB 1429 (Perata) Amended April 23, 2008
- M. SB 1429 (Perata) Bill Analysis June 20, 2008

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SHAW/YODER, *inc.*
LEGISLATIVE ADVOCACY

JUNE 26, 2008

To: Board Members, Solano Transportation Authority

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

RE: STATE LEGISLATIVE UPDATE- JULY 2008

2008-09 Budget Update

The Budget Conference Committee has convened to perform its annual responsibility of reconciling the Assembly and Senate versions of the 2008-09 State Budget. Committee Conferees include Senator Denise Ducheny (D-San Diego), who is presiding as Chair, Assembly Member John Laird (D-Santa Cruz), who is performing his duties as Vice Chair. Senator Mike Machado (D-Linden), Senator Robert Dutton (R-San Bernardino), Assembly Member Mark Leno (D-San Francisco) and Assembly Member Roger Niello (R-Sacramento) round out the committee membership. Thus far, most items related to transportation have not been acted upon.

The state's projected operating deficit for 2008-09 is **\$17.2 billion**. This figure includes a \$2 billion reserve and represents an additional \$6.4 billion in added debt from January. The **total 18-month deficit** would have been **\$24.3 billion** had the \$7.8 billion in mid-year reductions not been made. The Governor attributes the lack of revenue due to falling home prices, tight credit conditions, dysfunctional financial markets, and soaring food and energy prices.

In his May Revision, the Governor suggests a number of "solutions" designed to fill that hole, and leave a small reserve of \$2 billion. The diversion of public transportation funds is further detailed below. The two main solutions proposed involve a plan to bond against the State lottery and securitize revenues to generate more cash. The Governor reports that this would yield \$5.1 billion for 2008-09 and a total of \$15 billion by 2010-11, after providing education with the \$1.2 billion in annual funding from the lottery that it currently receives. In addition, the Governor has a plan to amend the California constitution to impose what the Governor calls a revenue limit for state-supported programs.

Governor Schwarzenegger proposed a Constitutional Amendment, the Budget Stabilization Act, creating a "Rainy Day Fund" that will be funded in any year where the

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1

revenue *increase* to the state's coffers exceeds the ten-year rolling average of revenue. Under the plan, money from the Revenue Stabilization Fund can only be spent in years where revenue to the state falls *below* the ten-year rolling average. While it is not a spending limit, it will have the effect of limiting the amount of revenue available for state spending.

Both these measures would need to be approved by a vote of the people on the November statewide election ballot. **If both measures fail, then a temporary 1 percent sales tax increase would take effect.**

The State Controller testified before Conference Committee and mentioned that cash flow issues will become a dire concern as reserves would be exhausted by mid-August without a signed budget. This will impact the state's credit rating and its ability to borrow funds at a reasonable rate. Both the Assembly and Senate Democrats are proposing tax increases while the Republicans in both houses are suggesting increased cuts. As a result, it has been rumored that while Proposition 42 was not proposed to be suspended by the Governor that the Legislature may consider it as an option in finding \$1.43 billion worth of revenue to plug the portion of the deficit. There also has been discussion about accelerating Proposition 1B funding. We will continue to monitor the situation.

Cordelia Truck Scales

The Budget Conference Committee has yet to consider the funding amount for the Trade Corridor Improvement Fund established under Proposition 1B. STA has been pursuing funding (approximately \$50 million) for this pot of money for the Cordelia Truck Scales, which has been identified as Tier 1 priority for MTC and has the support of the California Highway Patrol and Caltrans Director Will Kempton. The Senate budget subcommittee #4 voted to approve a \$413 million dollar allocation for 2008-09, while the Assembly left the item open deferring to the \$500 million proposed by the Governor. Therefore, the Conference Committee will decide on funding the TCIF program between \$413 million or \$500 million for 2008-09. We will keep you posted on these developments.

MEMORANDUM

June 26, 2008

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: June Report

Fiscal Year 2009 Appropriations

On June 20, the House Transportation and Housing and Urban Development (THUD) Appropriations Subcommittee approved a bill to fund the Department of Transportation at about \$55 billion for Fiscal Year 2009. Subcommittee Chairman John Olver (D-MA) spoke in support of increasing funding for transportation alternatives to automobile travel, noting that the Subcommittee would provide a record \$10.3 billion for public transportation, a \$1 billion increase over Fiscal Year 2008. The bill would fund capital investment grants at \$1.8 billion (\$240 million over Fiscal Year 2008 spending) and bus and formula grants at \$8.3 billion (\$592 million over Fiscal Year 2008 spending), as well as provide \$1.5 billion for inter-city passenger rail, including \$60 million for Capital Assistance to the States. The Subcommittee approved \$40.1 billion for the highway program, a \$17 million reduction from Fiscal Year 2008.

No earmarks were adopted during the Subcommittee mark-up. A full Committee mark-up scheduled for June 26 was postponed.

There are concerns that the appropriations process in the House may already have become disrupted. On June 26, House Appropriations Committee Chairman David Obey (D-WI) abruptly called the mark-up process to a halt and threatened to fund Fiscal Year 2009 spending through a continuing resolution. Chairman Obey reacted to an attempt by the Committee's Ranking Minority Member, Rep. Jerry Lewis (R-CA), to bring up the Interior Appropriations bill by offering it as a substitute amendment to the Labor-Health and Human Service (LHHS) bill that was being marked-up by the Committee. Republicans argued that Chairman Obey had postponed action on the Interior bill to prevent it from becoming a vehicle for amendments that would open offshore areas for oil and gas exploration and production. Chairman Obey stated that he would resume the mark-up process only if the Republicans returned to regular order and did not attempt to control the Committee.

The Senate transportation subcommittee has scheduled a mark-up of the bill for July 10.

Solano Transportation Authority
June 26, 2008
Page 2

Legislation Authorizing Additional Public Transportation Funding

On June 26, the House voted 322-98 to pass *The Saving Energy Through Public Transportation Act of 2008*, (H.R. 6052). The bill would provide funding for transit agencies nationwide to temporarily reduce transit fares or expand transit services to meet the needs of the growing number of transit commuters triggered by rising fuel prices. It would authorize \$1.7 billion for Fiscal Years 2008 and 2009 in formula grants for both urban and rural areas. Under the bill, California would receive annually an additional \$257 million under the urbanized formula, and \$8.8 million in rural formula grants. An amendment offered by House Transportation and Infrastructure Chairman James Oberstar (D-MN) clarified that transit agencies can use the new grants to offset the increases in fuel costs, purchase equipment or facilities that improve fuel efficiency, and provide intercity bus services. The Bush Administration opposed H.R. 6052 for extending federal support for transit operating expenses, concluding that the bill would “penalize efficient operations by creating a perverse incentive to incur operating deficits to trigger grant funding eligibility.”

Despite the bill’s support in the House, the Senate does not have a companion bill. The Senate could consider the House bill, however. It is unclear whether the President would sign such legislation into law in light of his stated objections and his policy to limit the expansion of domestic spending; however, the bill has significant momentum. We will continue to watch its progress.

Amtrak Reauthorization

On June 11, the House of Representatives approved a \$14.9 billion bill (H.R. 6003) to reauthorize Amtrak, by a vote of 311-104. The bill would authorize \$4.2 billion for capital grants and \$3 billion for operational grants over five years. A provision sponsored by the Ranking Member of the House Transportation and Infrastructure Committee, Rep. John Mica (R-FL), to allow private companies to bid on building and operating high-speed rail in the northeast corridor was credited with drawing Republican support for the bill, despite a veto threat. The measure would provide \$350 million in annual grants for new high-speed rail routes and \$500 million annually in grants to states to build intercity rail infrastructure or expand existing service. The House also approved an amendment offered by Rep. Adam Smith (D-WA) to direct Amtrak to enter into good-faith negotiations to cooperate with commuter rail and public transportation authorities on possible system expansion and ways to improve efficiency.

The Senate approved an \$11.4 billion reauthorization bill (S. 294) in October 2007. Sen. Frank Lautenberg (D-NJ) is expected to oppose the privatization provision in the House

Solano Transportation Authority

June 26, 2008

Page 3

bill. The Administration opposes the funding levels in both House and Senate versions of the bill and has issued a veto threat.

Highway Trust Fund Fix

Efforts to provide a temporary fix to the shortfall in the Highway Trust Fund were blocked in the House and Senate.

On June 24, a provision to restore \$8 billion to the Highway Trust Fund from the general treasury was dropped from a bill (H.R. 6327) to provide a temporary reauthorization for the Federal Aviation Administration (FAA). Republicans opposed the provision, arguing that it would be a "bailout" without providing reform for transportation funding. Once the extension was dropped, the House passed the FAA extension by a vote of 422-0. The temporary extension will continue the taxes and fees that support aviation programs until September 30, so that Congress will have more time to enact comprehensive reauthorization legislation.

Senate Majority Leader Harry Reid (D-NV) also attempted to provide \$8 billion in highway spending in the Senate's FAA bill. However, Sen. Jim DeMint (R-SC) objected and the Senate adopted the House bill on June 26 by a voice vote.

The Bush Administration proposed transferring \$3.2 billion to the highway account from the mass transit account in the Fiscal Year 2009 Budget Request, but House and Senate Appropriators have rejected that plan.

SAFETEA-LU Technical Corrections

On June 6, the President signed H.R. 1195 to make technical corrections to *The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act* into law, avoiding an override vote in the House and Senate. The President had threatened to veto the bill because of the number of earmarks, as well as language supported by transit agencies that would require the Federal Transit Administration (FTA) to revise its review of New Starts projects. The bill passed Congress by overwhelming margins, 358-51 in the House, and 88-17 in the Senate.

Diesel Emissions

On June 17, the Senate adopted the House version of a bill (S. 2146) to authorize the Environmental Protection Agency (EPA) to include diesel emissions reduction projects as restitution in settlements of Clean Air Act enforcement actions. The bill would grant the EPA an

Solano Transportation Authority
June 26, 2008
Page 4

exception to *The Miscellaneous Receipts Act*, which prohibits federal agencies from augmenting funding for programs that receive direct appropriations from Congress. The Act was triggered in Fiscal Year 2008 when Congress provided \$49 million to fund *The Diesel Emissions Reduction Act*. Between Fiscal Year 2001 and 2006, the settlements contributed more than \$45 million for diesel retrofits. The Senate passage, by unanimous consent, sends the bill to the White House. The President has not indicated whether he will sign the bill.

Climate Change Legislation

On Friday, June 6, the Senate failed by a vote of 48-36 to invoke cloture on a bill (S. 3036) to control greenhouse gas emissions bringing to an end debate on climate change legislation in the Senate in this Congress. Senators have said they will consider the bill next year when the political landscape is likely to be more favorable. Both major party candidates, Sen. John McCain (R-AZ) and Sen. Barack Obama (D-IL), have endorsed legislation to address global warming through a cap-and-trade program. The Senate bill would have capped emissions at 19 percent below 2005 levels by 2020, and 71 percent below 2005 levels by 2050, and established a trading program which would provide allowances to states and other entities to ease the transition. Under a substitute amendment, transit projects would have received \$171 billion through 2050.

The House Energy & Commerce Committee began a series of hearings to review climate change proposals on June 19. According to Chairman John Dingell (D-MI), the hearings will address cap-and-trade greenhouse gas emissions bills sponsored by Congressmen Henry Waxman (D-CA) and Edward Markey (D-MA), as well as S. 3036. Both of the House bills would impose a greater reduction in greenhouse emissions by 2050 than the Senate proposal, 80 and 85 percent respectively. Chairman Dingell has not introduced a bill, but it is expected that it will include an economy-wide cap-and-trade program that reduces U.S. greenhouse gas emissions by 60 to 80 percent by mid-century, and is likely to include allowances and other measures to assist industrialized States that will have difficulty reaching their goals.

Funding for Transportation Infrastructure

Proposals to create a federally-sponsored bank to support investment in infrastructure projects of national significance were endorsed in hearings before House and Senate transportation Committees. During a June 12 hearing before the Senate Banking Committee, the mayors of New York, Atlanta, Jacksonville, and Kansas City (MO) expressed support for Committee Chairman Christopher Dodd's proposal (S. 1926) to establish a national infrastructure bank, arguing that the bank could provide financing for transportation projects based on an independent review of project merit rather than politics. Under the legislation, the infrastructure bank could provide financing to highway, bridge, public transportation, housing, drinking water, and wastewater projects. Each of the mayors indicated that inconsistent federal support had lead

Solano Transportation Authority
June 26, 2008
Page 5

to shortfalls in transportation funding in their cities. New York Mayor Bloomberg estimated that the city needs \$29.5 billion in the next 5 years to repair and expand its public transportation system. The Senate Banking Committee is expected to mark-up the Dodd bill in July.

Witnesses testifying before the House Transportation and Infrastructure Committee similarly expressed support for the creation of a federal infrastructure bank. Rep. Keith Ellison (D-MN), the sponsor of H.R. 3041, explained that the bank would target large capacity-building projects that are not adequately served by the current financing mechanism, and that require a minimum federal investment of \$75 million. The Center for Strategic and International Studies' Commission on Public Infrastructure Executive Director Everett Ehrlich criticized the current system of formula grants for failing to identify projects that would meet the country's strategic needs. He asserted that a bank would allow a consistent evaluation of projects and could be designed to discourage privatization of existing infrastructure and target investments to support construction of added capacity.

Members of the House Transportation and Infrastructure Committee's Subcommittee on Highways and Transit continued to struggle with the shortfall in funding for transportation infrastructure at a hearing on June 4. A panel of officials from state and local transportation agencies testified that their infrastructure is deteriorating at the same time that construction costs are rising (about 12.5 percent annually over the past five years). Transportation Committee Chairman James Oberstar (D-MN) expressed concern about the disrepair of transit facilities that are handling the highest ridership levels in 50 years. He estimated that passengers took 2.6 billion trips on public transportation in the first few months of 2008, almost 85 million more trips than in the same time period last year. Chicago Regional Transportation Authority Executive Director Stephen Schlickman testified that Chicago had joined a discussion group with many of the country's largest transit systems (New York, Boston, Los Angeles, San Francisco and others) to prepare for the highway reauthorization and advised that federal resources should be allocated according to need with the systems supporting the greatest number of trips receiving the bulk of funding in order to maximize the impact of federal investment.

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June 23, 2008

The Honorable Alan Lowenthal
Chair
Senate Transportation and Housing Committee
State Capitol
Sacramento, CA 95812

SUBJECT: Opposition to AB 2546 (De La Torre)

BOARD OF DIRECTORS

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY
Jim Holmes
Gina Garbolino
Sherrie Blackmun (Alt.)

SACRAMENTO REGIONAL
TRANSIT DISTRICT
Steve Cohn
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SAN FRANCISCO BAY AREA
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Len Augustine (Alt.)

YOLO COUNTY
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EXECUTIVE OFFICERS

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Eugene K. Skoropowski
Managing Director

**CAPITOL CORRIDOR
JOINT POWERS AUTHORITY**
300 LAKESIDE DRIVE
14TH FLOOR EAST
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

Dear Senator Lowenthal:

The Capitol Corridor Joint Powers Authority (CCJPA) presents our opposition to Assembly Bill 2546 (De La Torre). The CCJPA is extremely concerned about the precedent that AB 2546 could impose by expanding the state's Toxic Hot Spot Program to include emissions of mobile sources located within railyards. While it is unclear of the intent of the author, the definition of railyard in AB 2546 is too broad and would have lasting effects on operators and owners of railyard facilities.

The CCJPA is the managing agency for the Amtrak-operated Capitol Corridor intercity passenger train service (Auburn-Sacramento-Oakland/San Francisco-San Jose), which has become the third busiest Amtrak route in the nation and an integral part of Northern California's interregional transit system. Currently, passenger rail equipment used for the Capitol Corridor is stored, maintained, and repaired at a full purpose maintenance facility in Oakland.

The enactment of AB 2546 could have deleterious financial impacts on the CCJPA and the owners of the Oakland Maintenance Facility (Amtrak and the Caltrans). At a time when our sole funding source, the Public Transportation Account (PTA), is severely oversubscribed, any added expenses associated with an enacted AB 2546 will have lasting negative effects on the CCJPA's ability to deliver a reliable, safe passenger transport service, which is already under the strain of increased ridership due to rising gas prices.

As such, the CCJPA respectfully submits our opposition to AB 2546. Thank you for your consideration of our request.

Sincerely,
Forrest Williams

Forrest William
Chair

cc: All Members, Senate Committee on Transportation and Housing
The Honorable Hector De La Torre, Assembly Member, District 50
CCJPA Board of Directors
Will Kempton, Caltrans – Director
Bill Bronte, Caltrans - Chief, Division of Rail
Jonathan Hutchison, Amtrak

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ATTACHMENT D

SENATE TRANSPORTATION & HOUSING COMMITTEE
SENATOR ALAN LOWENTHAL, CHAIRMAN

BILL NO: AB 2546
AUTHOR: De la torre
VERSION: 5/23/08
FISCAL: yes

Analysis by: Jennifer Gress
Hearing date: June 24, 2008

SUBJECT:

Air Toxics "Hot Spots" Information and Assessment Act of 1987:
Railyards

DESCRIPTION:

This bill specifies that railyards shall be subject to the Hot Spots Act.

ANALYSIS:

Due to growing concern about the health effects of toxic chemical emissions in 1987, the Legislature created the Hot Spots Act to identify, assess, and control ambient levels of hazardous air pollutants emitted from specific sources. The Hot Spots Act requires a facility that manufactures, formulates, uses, or emits any substance identified by the California Air Resources Board (ARB) as carcinogenic, toxic, or otherwise hazardous to complete and submit to the local air district an emissions inventory every four years. The emissions inventory shall identify and quantify toxic air contaminants in accordance with guidelines established by ARB.

The local air district categorizes each facility's emissions inventory as a high, intermediate, or low priority according to the types, volume, and toxicity of pollutants emitted by the facility, the facility's proximity to people, and other factors, as specified. Facilities that are categorized as "high priority" are required to conduct and submit to the local air

□

AB 2546 (DE LA TORRE)

Page 2

district a health risk assessment evaluating the risks posed to the community as a result of its operations. Once the air district approves the health risk assessment, the facility must provide notice to all exposed persons of the results of the assessment.

Whenever a local air district determines that there is a significant health risk associated with the emissions from a facility, the facility is required to conduct an airborne toxic risk reduction audit and develop a plan to implement airborne toxic risk reduction measures that will result in the reduction of emissions within five years of the date it submits the plan to the district.

In 1998, ARB identified particulate emissions from diesel-fueled engines as a toxic air contaminant based on its potential to cause cancer and other adverse health effects. In response, ARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, which was approved in 2000. Since that time, ARB has developed several regulations to control emissions from a variety of goods movement-related sources, including cargo handling equipment and heavy-duty diesel trucks involved in drayage operations at seaports, railyards, and other intermodal facilities.

Federal law preempts California from regulating emissions from locomotives, but the state has entered into two voluntary agreements with railroad companies to reduce diesel emissions. In 2005, ARB entered into a statewide agreement with the Union Pacific and Burlington Northern Santa Fe railroads. The resulting memorandum of understanding (MOU) implements short- and long-term measures to reduce diesel emissions in and around the state's railyards by approximately 20 percent. The MOU also required that health risk assessments be conducted for each of 16 major railyards. ARB intends to use information from these assessments to evaluate and identify mitigation measures that can be implemented at the railyards.

This bill subjects railyards to the provisions of the Hot Spots Act and stipulates that the Hot Spots Act may not require the implementation of measures that ARB determines are preempted by federal law.

COMMENTS:

□

AB 2546 (DE LA TORRE)

Page 3

1. Purpose . According to the author, the Commerce Railyard is one of the largest intermodal railyards in the nation. In November 2007, ARB released a health assessment report that found that emission levels surrounding the railyard were alarmingly high and a significant contributing factor to the high rates of asthma and cancer found in the surrounding communities.

Under the Hot Spots Act, stationary sources are required to report the types and quantities of certain substances that the facility routinely releases into the air. The routine operation of railyards typically involves several sources of diesel emissions, including switcher and line haul locomotives, heavy-duty diesel trucks, and cargo handling equipment.

The author asserts that the state should use all tools at its disposal to inform communities of the health risks associated with certain areas and to require measures to reduce harmful emissions. This bill will require adequate and complete reporting of emissions from facilities deemed to be toxic hot spots, which based on ARB's health risk assessments, should include railyards.

2. Tension between regulating mobile vs. stationary sources . ARB has authority to regulate consumer products and mobile sources of pollution, the latter of which may be regulated through the adoption of motor vehicle emission standards, in-use performance standards, and fuel specifications. Local air districts, by contrast, have authority to regulate stationary (e.g., factories, power plants) and areawide (e.g., road dust, fires, gas stations) sources of air pollution.

The Hot Spots Act was originally designed to address the emissions of toxic air contaminants from stationary facilities such as factories. Railyards could be considered stationary facilities, but the harmful emissions come from mobile sources within the railyard such as locomotives, trucks, and cargo handling equipment. This tension presents a number of interesting questions:

What is subject to regulation under the Hot Spots Act -- The facility or the origin of the emissions? Because requirements of the act fall on the facility operator, one could argue that the facility is the subject of the act. On the other hand, the objective of the act is to assess

□

AB 2546 (DE LA TORRE)

Page 4

the risk of and reduce emissions (albeit emissions associated with the facility). That the facility could be separate from the source of pollution, as is the case with railyards, reveals a potential ambiguity in current law regarding the appropriate application of the Hot Spots Act.

To what extent would a local air district be regulating mobile sources if it regulated the emissions associated with a stationary facility? If the requirements to conduct health risk assessments and, where necessary, to implement risk reduction measures were made of the railyard operator, would such an arrangement preserve the respective authorities of ARB and local air districts?

What constitutes "regulation?" The Hot Spots Act involves several steps: creating an emissions inventory, assessing health risk, and if necessary, implementing risk reduction measures. Is it possible to require railyard operators to complete an emissions inventory, requiring that emissions from mobile sources be included, and health risk assessment without violating rules about a district's authority to "regulate" mobile sources?

These questions notwithstanding, such ambiguity provides an opportunity to refine the Hot Spots Act to address facilities that produce toxic hot spots and cause harm to those residing in nearby communities.

1.Opposition . Opponents point to a number of regulations and voluntary actions that currently seek to reduce emissions of diesel PM. They object to submitting railyards to the authority of local air districts when the sources of emissions are already subject to regulation by the state. Opponents are further concerned that limiting the bill to railyards would create different rules and practices for the same equipment.

2.On-going discussion with ARB . The author's office and ARB are engaged in on-going discussions regarding this bill and the most appropriate ways to address the concentration of diesel particulate matter in and near railyards.

3.Double referral . This bill is double-referred to this committee and to the Environmental Quality Committee. Therefore, if this committee passes this bill, the bill will then be referred to the Environmental Quality Committee.

□

AB 2546 (DE LA TORRE)

Page 5

RELATED LEGISLATION

AB 1101 (Oropeza, 2006) defined diesel magnet sources as a facility that, by the nature of its operation, attracts diesel engines in large numbers and includes ports, airports, and rail yards, and established the requirements that these facilities must meet in order to comply with the Hot Spots Act. Defeated on the Senate Floor.

SB 764 (Lowenthal, 2006) required the ports of Los Angeles and Long Beach to establish a baseline for air quality at the ports and to meet their baseline no later than January 1, 2010. Died in the Assembly Appropriations Committee.

Assembly Votes:

Floor: 44-32

Appr: 11-5

Trans: 9-5

POSITIONS: (Communicated to the Committee before noon on
Wednesday,
June 18, 2008)

SUPPORT: City of Commerce
City of Huntington Park

OPPOSED: Burlington Northern Santa Fe Railway Company
California Association of Port Authorities
California Chamber of Commerce
California Short Line Railroad Association
California Trade Coalition
California Trucking Association
Union Pacific Railroad Company

AMENDED IN ASSEMBLY MAY 23, 2008

AMENDED IN ASSEMBLY APRIL 9, 2008

CALIFORNIA LEGISLATURE—2007—08 REGULAR SESSION

ASSEMBLY BILL

No. 2546

Introduced by Assembly Member De La Torre

February 22, 2008

An act to amend Sections 44303, 44322, 44390, and 44391 of the Health and Safety Code, relating to air pollution.

LEGISLATIVE COUNSEL'S DIGEST

AB 2546, as amended, De La Torre. Air Toxics "Hot Spots" Information and Assessment ~~Act~~. *Act of 1987*.

Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources, including stationary sources. The Air Toxics "Hot Spots" Information and Assessment Act of 1987 requires the state board to compile a list of substances that present a chronic or acute threat to public health when present in the ambient air, subjects certain facilities to the act, according to a schedule, and requires the operator of a subject facility to prepare and submit to an air district a proposed comprehensive emissions inventory plan, for approval by the district. The act defines "facility" to mean every structure, appurtenance, installation, and improvement on land which is associated with a source of air releases or potential air

releases of a hazardous material. The act defines “air release” or “release” to mean any activity that may cause the issuance of air contaminants, including the actual or potential spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing of a substance into the ambient air and that results from the routine operation of a facility or that is predictable, including, but not limited to, continuous and intermittent releases and predictable process upsets or leaks.

This bill would revise the definition of “air release” or “release” to include mobile source emissions at a ~~facility~~ *railyard*. The bill would make other conforming and clarifying changes to the act.

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

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

1 SECTION 1. Section 44303 of the Health and Safety Code is
2 amended to read:

3 44303. “Air release” or “release” means any activity that may
4 cause the issuance of air contaminants, including the actual or
5 potential spilling, leaking, pumping, pouring, emitting, emptying,
6 discharging, injecting, escaping, leaching, dumping, or disposing
7 of a substance into the ambient air and that results from the routine
8 operation of a facility or that is predictable, including, but not
9 limited to, continuous and intermittent releases, predictable process
10 upsets or leaks, and emissions at a ~~facility~~ *railyard* from mobile
11 sources that visit, or are used at, a ~~facility~~ *railyard*.

12 SEC. 2. Section 44322 of the Health and Safety Code is
13 amended to read:

14 44322. This part applies to facilities specified in subdivision
15 (a) of Section 44320 in accordance with the following schedule:

16 (a) For those facilities that release, or have the potential to
17 release, 25 tons per year or greater of total organic gases,
18 particulates, or oxides of nitrogen or sulfur, this part becomes
19 effective on July 1, 1988.

20 (b) For those facilities that release, or have the potential to
21 release, more than 10 but less than 25 tons per year of total organic
22 gases, particulates, or oxides of nitrogen or sulfur, this part
23 becomes effective July 1, 1989.

1 (c) For those facilities that release, or have the potential to
2 release, less than 10 tons per year of total organic gases,
3 particulates, or oxides of nitrogen or sulfur, the state board shall,
4 on or before July 1, 1990, prepare and submit a report to the
5 Legislature identifying the classes of those facilities to be included
6 in this part and specifying a timetable for their inclusion.

7 (d) For those facilities that become subject to this part as a result
8 of the amendments made to this part by the statutes of 2007, this
9 part becomes effective January 1, 2009.

10 SEC. 3. Section 44390 of the Health and Safety Code is
11 amended to read:

12 44390. For purposes of this chapter, the following definitions
13 apply:

14 (a) "Airborne toxic risk reduction measure" or "ATRRM"
15 means any measure to reduce emissions or risk, including those
16 in-plant changes in production processes or feedstocks that reduce
17 or eliminate toxic air emissions subject to this part. ATRRM's
18 may include any of the following:

19 (1) Feedstock modification.

20 (2) Product reformulations.

21 (3) Production system modifications.

22 (4) System enclosure, emissions control, capture, or conversion.

23 (5) Operational standards and practices modification.

24 (b) Airborne toxic risk reduction measures do not include
25 measures that will increase risk from exposure to the chemical in
26 another media or that increase the risk to workers or consumers.

27 (c) "Airborne toxic risk reduction audit and plan" or "audit and
28 plan" means the audit and plan specified in Section 44392.

29 SEC. 4. Section 44391 of the Health and Safety Code is
30 amended to read:

31 44391. (a) If a health risk assessment approved pursuant to
32 Chapter 4 (commencing with Section 44360) indicates, in the
33 judgment of the district, that there is a significant risk associated
34 with the emissions from a facility, the facility operator shall
35 conduct an airborne toxic risk reduction audit and develop a plan
36 to implement airborne toxic risk reduction measures that will result
37 in the reduction of emissions from the facility to a level below the
38 significant risk level within five years of the date the plan is
39 submitted to the district. The facility operator shall implement
40 measures set forth in the plan in accordance with this chapter.

1 (b) The period to implement the plan required by subdivision
2 (a) may be shortened by the district if it finds that it is technically
3 feasible and economically practicable to implement the plan to
4 reduce emissions below the significant risk level more quickly or
5 if it finds that the emissions from the facility pose an unreasonable
6 health risk.

7 (c) A district may lengthen the period to implement the plan
8 required by subdivision (a) by up to an additional five years if it
9 finds that a period longer than five years will not result in an
10 unreasonable risk to public health and that requiring
11 implementation of the plan within five years places an unreasonable
12 economic burden on the facility operator or is not technically
13 feasible.

14 (d) (1) The state board and districts shall provide assistance
15 to smaller businesses that have inadequate technical and financial
16 resources for obtaining information, assessing risk reduction
17 methods, and developing and applying risk reduction techniques.

18 (2) Risk reduction audits and plans for any industry subject to
19 this chapter which is comprised mainly of small businesses using
20 substantially similar technology may be completed by a
21 self-conducted audit and checklist developed by the state board.
22 The state board, in coordination with the districts, shall provide a
23 copy of the audit and checklist to small businesses within those
24 industries to assist them to meet the requirements of this chapter.

25 (e) The audit and plan shall contain all the information required
26 by Section 44392.

27 (f) The plan shall be submitted to the district, within six months
28 of a district's determination of significant risk, for review of
29 completeness. The district's review of completeness shall include
30 a substantive analysis of the emission reduction measures included
31 in the plan, and the ability of those measures to achieve emission
32 reduction goals as quickly as feasible as provided in subdivisions
33 (a) and (b).

34 (g) The district shall find the audit and plan to be satisfactory
35 within three months if it meets the requirements of this chapter,
36 including, but not limited to, subdivision (f). If the district
37 determines that the audit and plan does not meet those
38 requirements, the district shall remand the audit and plan to the
39 facility specifying the deficiencies identified by the district. A
40 facility operator shall submit a revised audit and plan addressing

1 the deficiencies identified by the district within 90 days of receipt
2 of a deficiency notice.

3 (h) Progress on the emission reductions achieved by the plan
4 shall be reported to the district in emissions inventory updates.
5 Emissions inventory updates shall be prepared as required by the
6 audit and plan found to be satisfactory by the district pursuant to
7 subdivision (g).

8 (i) If new information becomes available after the initial risk
9 reduction audit and plan, on air toxics risks posed by a facility, or
10 emission reduction technologies that may be used by a facility that
11 would significantly impact risks to exposed persons, the district
12 may require the plan to be updated and resubmitted to the district.

13 (j) This section does not authorize the emission of a toxic air
14 contaminant in violation of an airborne toxic control measure
15 adopted pursuant to Chapter 3.5 (commencing with Section 39650)
16 or in violation of Section 41700.

17 (k) This section does not require the implementation of measures
18 which ~~the district and the state determine~~ *state board determines*
19 would be preempted by federal law from requiring, but the operator
20 may voluntarily choose to implement these measures. If preempted
21 measures are necessary to timely attain the applicable significance
22 level, they shall nevertheless be described in the plan.

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AMENDED IN SENATE JUNE 17, 2008

AMENDED IN ASSEMBLY APRIL 23, 2008

AMENDED IN ASSEMBLY APRIL 21, 2008

CALIFORNIA LEGISLATURE—2007–08 REGULAR SESSION

ASSEMBLY BILL

No. 2558

Introduced by Assembly Members Feuer, *Huffman*, and Levine

February 22, 2008

An act to add *Sections 66538, 66538.1, and 66538.2 to the Government Code, to add Article 6.5 (commencing with Section 130356) to Chapter 4 of Division 12 of the Public Utilities Code, and to repeal Chapter 12 (commencing with Section 8500) of Part 2 of Division 2 of the Revenue and Taxation Code*, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2558, as amended, Feuer. Los Angeles County Metropolitan Transportation Authority: *Metropolitan Transportation Commission: climate change mitigation and adaptation fee.*

Existing law creates the Los Angeles County Metropolitan Transportation Authority, with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. *Existing law creates the Metropolitan Transportation Commission, with specified powers and duties relative to transportation planning and programming in the Bay Area.*

This bill would authorize the authority *and the commission* to impose a climate change mitigation and adaptation fee ~~in the County of Los Angeles~~ *their respective jurisdictions*, subject to approval of an ordinance by a majority of the *applicable governing board of the authority* and majority voter approval of a ballot measure containing

the fee and an expenditure plan, to appear on the ballot no later than November 6, 2012. The bill would specify 2 alternative options for imposing the fee, which would be either a motor vehicle fuel tax fee or a vehicle fee, subject to specified maximum amounts. Revenues from the fee would be used for public transit and congestion management projects and programs, with capital projects subject to a requirement that they be able to begin construction by December 31, 2018. The fee would be implemented for a period not to exceed 30 years.

Existing law authorizes the Metropolitan Transportation Commission to impose a motor vehicle fuel tax within its jurisdiction.

This bill would repeal this authorization.

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

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

1 SECTION 1. Section 66538 is added to the Government Code,
2 to read:

3 66538. (a) Subject to approval of an ordinance pursuant to
4 Section 66538.1 and majority voter approval pursuant to Section
5 66538.2, the Metropolitan Transportation Commission may impose
6 a regionwide climate change mitigation and adaptation fee within
7 the Bay Area region. As used in this section, "Bay Area region"
8 means the area within the jurisdiction of the commission, as defined
9 in Section 66502.

10 The fee shall be in addition to any other levies that the
11 commission is authorized to impose. The fee may be implemented
12 for a period not to exceed 30 years. In implementing the fee, the
13 commission shall utilize one of the following mechanisms:

14 (1) A fee on all motor vehicle fuels sold in the Bay Area region.
15 As used in this paragraph, "motor vehicle" does not include
16 aircraft. The fee shall be established by the commission at a rate
17 determined by the commission, but not to exceed 3 percent of the
18 retail sales price of motor vehicle fuel.

19 (2) An annual per-vehicle fee for each vehicle registered in the
20 Bay Area region that would vary based on the emissions produced
21 by the vehicle. If the commission imposes the fee under this
22 mechanism, the commission shall consult with the Department of
23 Motor Vehicles and other appropriate state or federal agencies
24 for applicable data to determine the amount of the fee for each

1 vehicle. The rate of the fee shall not exceed ninety dollars (\$90).
2 A registered owner of a vehicle who meets the eligibility
3 requirements for assistance programs under Chapter 2
4 (commencing with Section 11200) or Chapter 3 (commencing with
5 Section 12000) of Part 3 of, Part 5 (commencing with Section
6 17000) of, or Chapter 10 (commencing with Section 18900),
7 Chapter 10.1 (commencing with Section 18930), or Chapter 10.3
8 (commencing with Section 18937) of Part 6 of, Division 9 of, the
9 Welfare and Institutions Code shall be exempt from the payment
10 of any fee imposed pursuant to this paragraph.

11 (b) As part of the ordinance under Section 66538.1, the
12 commission shall adopt a climate change mitigation and adaptation
13 expenditure plan. The expenditure plan shall describe the specific
14 projects and programs that would be eligible for the revenues from
15 the fee, consistent with subdivision (e). The expenditure plan shall
16 also describe funds other than revenues from the fee that the
17 commission anticipates will be expended on those projects and
18 programs, and a schedule for anticipated availability of funds for
19 the projects and programs.

20 (c) The commission shall use no more than 2 percent of fee
21 revenues to administer the fee and the projects and programs
22 funded by fee revenues.

23 (d) Fee revenues shall be deposited in the Climate Change
24 Mitigation and Adaptation Fund, to be created by the commission.
25 Revenues in the fund shall be available to the commission to fund
26 projects and programs that advance the goals of the expenditure
27 plan. Fee revenues may be used in conjunction with other funds
28 available to the commission for these purposes.

29 (e) (1) Net fee revenues, after administrative costs as described
30 in subdivision (c), shall be used to fund both of the following:

31 (A) Public transit projects and programs.

32 (B) Congestion management projects and programs.

33 (2) A minimum of two-thirds of net fee revenues shall be used
34 for the purposes in subparagraph (A) of paragraph (1).

35 (3) A capital project listed in the expenditure plan to be
36 approved by the voters pursuant to Section 66538.2 must be able
37 to begin construction no later than December 31, 2018. A capital
38 project that is not able to comply with this requirement shall not
39 be funded from fee revenues.

1 (f) The commission may issue bonds payable from fee revenues.
2 Proceeds from the bonds shall be used for the purposes in
3 subdivision (e).

4 SEC. 2. Section 66538.1 is added to the Government Code, to
5 read:

6 66538.1. To impose the fee authorized under Section 66538,
7 both of the following shall be required:

8 (a) An ordinance proposing the fee and the expenditure plan
9 and submitting the fee and the expenditure plan to the voters for
10 approval is approved by a majority vote of the membership of the
11 commission.

12 (b) A majority of the voters in the Bay Area region approve a
13 ballot measure pursuant to Section 66538.2.

14 SEC. 3. Section 66538.2 is added to the Government Code, to
15 read:

16 66538.2. The commission may call a special election, to occur
17 no later than November 6, 2012, for the purposes of submitting
18 the ordinance containing the fee and the expenditure plan
19 described in Section 66538.1 to the voters of each county in the
20 Bay Area region. The election shall be consolidated with a
21 statewide primary or general election specified by the commission.

22 ~~SECTION 4.~~

23 SEC. 4. Article 6.5 (commencing with Section 130356) is added
24 to Chapter 4 of Division 12 of the Public Utilities Code, to read:

25

26 Article 6.5. CLIMATE CHANGE MITIGATION AND
27 ADAPTATION FEE

28

29 130356. (a) Subject to approval of an ordinance pursuant to
30 Section 130357 and majority voter approval pursuant to Section
31 130358, the Los Angeles County Metropolitan Transportation
32 Authority may impose a countywide climate change mitigation
33 and adaptation fee. The fee shall be in addition to any other levies
34 that the authority is authorized to impose. The fee may be
35 implemented for a period not to exceed 30 years. In implementing
36 the fee, the authority shall utilize one of the following mechanisms:

37 (1) A fee on all motor vehicle fuels sold in the County of Los
38 Angeles. As used in this paragraph, “motor vehicle” does not
39 include aircraft. The fee shall be established by the authority at a

1 rate determined by the authority, but not to exceed 3 percent of
2 the retail sales price of motor vehicle fuel.

3 (2) An annual per-vehicle fee for each vehicle registered in the
4 County of Los Angeles that would vary based on the emissions
5 produced by the vehicle. If the authority imposes the fee under
6 this mechanism, the authority shall consult with the Department
7 of Motor Vehicles and other appropriate state or federal agencies
8 for applicable data to determine the amount of the fee for each
9 vehicle. The rate of the fee shall not exceed ninety dollars (\$90).

10 A registered owner of a vehicle who meets the eligibility
11 requirements for assistance programs under Chapter 2
12 (commencing with Section 11200) or Chapter 3 (commencing with
13 Section 12000) of Part 3 of, Part 5 (commencing with Section
14 17000) of, or Chapter 10 (commencing with Section 18900),
15 Chapter 10.1 (commencing with Section 18930), or Chapter 10.3
16 (commencing with Section 18937) of Part 6 of, Division 9 of, the
17 Welfare and Institutions Code shall be exempt from the payment
18 of any fee imposed pursuant to this paragraph.

19 (b) As part of the ordinance under Section 130357, the authority
20 shall adopt a climate change mitigation and adaptation expenditure
21 plan. The expenditure plan shall describe the specific projects and
22 programs that would be eligible for the revenues from the fee,
23 consistent with subdivision (e). The expenditure plan shall also
24 describe funds other than revenues from the fee that the authority
25 anticipates will be expended on those projects and programs, and
26 a schedule for anticipated availability of funds for the projects and
27 programs.

28 (c) The authority shall use no more than 2 percent of fee
29 revenues to administer the fee and the projects and programs
30 funded by fee revenues.

31 (d) Fee revenues shall be deposited in the Climate Change
32 Mitigation and Adaptation Fund, to be created by the authority.
33 Revenues in the fund shall be available to the authority to fund
34 projects and programs that advance the goals of the expenditure
35 plan. Fee revenues may be used in conjunction with other funds
36 available to the authority for these purposes. The authority may
37 distribute a portion of revenues through a competitive grant
38 program for the county and cities within the jurisdiction of the
39 authority through the authority's existing call for projects program.

1 (e) (1) Net fee revenues, after administrative costs as described
2 in subdivision (c), shall be used to fund both of the following:

- 3 (A) Public transit projects and programs.
- 4 (B) Congestion management projects and programs.

5 (2) A minimum of two-thirds of net fee revenues shall be used
6 for the purposes in subparagraph (A) of paragraph (1).

7 (3) A capital project listed in the expenditure plan to be approved
8 by the voters pursuant to Section 130357 must be able to begin
9 construction no later than December 31, 2018. A capital project
10 that is not able to comply with this requirement shall not be funded
11 from fee revenues.

12 (f) The authority may issue bonds payable from fee revenues.
13 Proceeds from the bonds shall be used for the purposes in
14 subdivision (e).

15 130357. To impose the fee authorized under this article, both
16 of the following shall be required:

17 (a) An ordinance proposing the fee and the expenditure plan
18 and submitting the fee and the expenditure plan to the voters for
19 approval is approved by a majority vote of the board.

20 (b) A majority of the voters in the County of Los Angeles
21 approve a ballot measure pursuant to Section 130358.

22 130358. The authority may call a special election, to occur no
23 later than November 6, 2012, for the purposes of submitting the
24 ordinance containing the fee and the expenditure plan to the voters
25 of the County of Los Angeles. The election shall be consolidated
26 with a statewide primary or general election specified by the
27 authority.

28 *SEC. 5. Chapter 12 (commencing with Section 8500) of Part*
29 *2 of Division 2 of the Revenue and Taxation Code is repealed.*

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SENATE TRANSPORTATION & HOUSING COMMITTEE
SENATOR ALAN LOWENTHAL, CHAIRMAN

BILL NO: AB 2558
AUTHOR: feuer
VERSION: 6/17/08
FISCAL: no

Analysis by: Carrie Cornwell
Hearing date: June 24, 2008

SUBJECT:

Vehicle registration and motor vehicle fuel: surcharges

DESCRIPTION:

This bill authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) and the Metropolitan Transportation Commission (MTC) to impose with a vote of the people climate change mitigation and adaptation surcharges on either motor vehicle fuel or motor vehicle registrations within their jurisdictions.

ANALYSIS:

Existing law establishes a basic vehicle registration fee of \$31, plus a \$10 surcharge for additional personnel for the California Highway Patrol (CHP), for the new or renewal registration of most vehicles or trailer coaches. Existing law also authorizes local agencies until January 1, 2010 to impose separate vehicle registration fee surcharges in their respective jurisdictions for a variety of special programs, including:

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

In 2006, the Legislature passed AB 32 (N??ez), Chapter 488, to establish a statewide greenhouse gas emissions limit such that

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AB 2558 (FEUER)

Page 2

by 2020 California reduces its greenhouse gas emissions to the level they were in 1990. AB 32 requires the California Air Resources Board to implement regulations and impose fees that achieve the maximum feasible and cost effective reduction in carbon emissions.

Existing law creates the Metropolitan Transportation Commission (MTC) to provide comprehensive regional transportation planning for the nine San Francisco Bay Area counties. AB 595 (Valerie Brown), Chapter 878, Statutes of 1997, permits MTC to put before the voters a motor vehicle fuel tax of up to 10 cents per gallon for up to 20 years for transportation purposes. MTC must adopt a regional transportation expenditure plan to govern the use of the funds. In addition, AB 595 also provides a formula for the equitable distribution of funds between the nine counties. MTC has never placed the motor vehicle fuel tax authorized by AB 595 before Bay Area voters.

Existing law creates the Los Angeles County Metropolitan Transportation Authority (MTA) to provide transit services and to serve as the transportation planning agency for Los Angeles County.

This bill for both MTA and MTC (the agencies):

- 1) Authorizes the agencies to adopt an ordinance to place before the voters in their jurisdictions a climate change mitigation and adaptation fee for up to 30 years. The fee shall be either on:
 - i) Motor vehicle fuel, excluding aircraft fuel, in which case the fee may be up to three percent of the retail sales price; or
 - ii) Vehicles registered in the agency's jurisdiction and shall vary based on the carbon emissions produced by the vehicle but may be no greater than \$90 on any one vehicle. Vehicles owned by those eligible to receive specified state welfare benefits shall be exempt from this fee.
- 2) Requires an agency to adopt as part of the ordinance a climate change mitigation and adaptation expenditure plan, which shall describe the specific projects and programs that would be eligible for funding from fee revenues.

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AB 2558 (FEUER)

Page 3

- 3) Caps the amount of fee revenue that an agency may use for administrative purposes at two percent.
- 4) Provides that net fee revenues shall be split such that at least two-thirds shall go to public transit projects and programs and the remainder to congestion management projects and programs. Capital projects funded must be ready to begin construction by December 31, 2018.
- 5) Allows MTA to distribute fee revenues in the form of competitive grants to Los Angeles County and to the cities within it through its existing call for projects program and allows MTC to use its fee revenues in conjunction with other available funds to advance the goals of the expenditure plan.
- 6) Allows an agency to bond against its fee revenues.
- 7) Gives MTC and MTA until November 6, 2012 to place the fee and expenditure plan before the voters. The matter shall be decided by a majority vote of the people.
- 8) Repeals MTC's existing authority under AB 595 to place a tax on motor vehicle fuels before voters in that jurisdiction.

COMMENTS:

1. Purpose . Proponents of this bill note that Los Angeles County residents traveled 80.14 billion miles using 4.73 billion gallons of fuel resulting in approximately 40 million metric tons of carbon dioxide, or one fifth of the state's transportation carbon footprint, in 2006. If left unabated, the state Department of Transportation's 2030 forecast predicts a 67 percent increase in vehicle miles traveled (VMT) to 134.12 billion miles and a 47 percent increase in fuel consumption to 6.94 billion gallons.

The 2007 Texas Transportation Institute (TTI) Annual Urban Mobility Report identified Los Angeles as having the worst congestion in the nation, and the American Lung Association reports that Los Angeles has the most polluted air in the county. The TTI study shows that although annual highway delay per person increased by 26 hours between 1982 and 1995, it has increased by only one hour since then, highlighting Los Angeles County's significant investment in multi-modal transportation improvements, particularly public

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AB 2558 (FEUER)

Page 4

transportation. Proponents particularly note that the TTI study reported that the county's public transportation system now reduces 28.5 million hours of travel and saves the county's bus and rail riders over \$450 million in costs. MTA asserts that these savings translate into a demand for the equivalent of 1,400 new freeway lane miles to meet.

Proponents state, "It is obvious to us that the continuing growth in the Los Angeles region demands that steps be taken before the region is hopelessly gridlocked." They support this bill because it would provide a funding mechanism to support environmentally sound transportation alternatives at a time when the state budget is in deficit and the Federal Highway Trust Fund is entering insolvency. MTA itself reports that it cannot fund significant new transportation improvements to provide the VMT reductions needed to reach the AB 32 greenhouse gas emission goals.

2.A statewide need . Article XIX of the California Constitution restricts the use of the existing 18 cent per gallon state excise tax on motor vehicles fuels to expenses, including environmental mitigation costs, related to building public roads and public mass transit guideways and their related fixed facilities. While a statewide fee would require a majority vote of the Legislature and the Governor's signature, it would be restricted by Article XIX to those uses, which are narrower than the uses this bill permits. The state excise tax on motor vehicle fuels has remained at 18 cents per gallon since 1994 and has but a fraction of its purchasing power from earlier decades. In her analysis of this year's state budget proposal, the Legislative Analyst reported - as she has many times before - that California has a \$3 billion per year shortfall in highway maintenance and rehabilitation funding. For that reason, many would argue for increasing state funds through an increase in the excise tax or the creation of a new statewide fee to fund highway maintenance and rehabilitation, rather than imposing local fees for other purposes

3.AB 32 authorizes a statewide carbon fee . AB 32 already authorizes the California Air Resources Board (ARB) to adopt a statewide fee to mitigate greenhouse gas emissions. It is unclear now whether or when ARB will exercise this authority. Therefore, the author wishes to amend the bill to provide that if a statewide carbon fee is implemented, fee collection under this bill will sunset and only revenue that has already been collected will be available for projects.

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AB 2558 (FEUER)

Page 5

4. Vehicles don't create carbon emissions . A vehicle's carbon emissions are based on the amount of fuel it uses. A Hummer and a Prius can have equal carbon emissions, if the Hummer is not driven much and the Prius is. Absent collecting information on how many miles each vehicle registered in Los Angeles County and each vehicle registered in the nine Bay Area counties, it is unclear how MTA or MTC could impose this bill's fee on vehicle registrations. Collecting that information would be an administrative nightmare. A fee on motor vehicle fuel, as also authorized in this bill, is more directly related to carbon emissions. The author or committee may wish to amend the bill to clarify how a vehicle registration fee would be imposed.

5. Fee or a tax ? Over the years, the Legislature and governors have allowed local jurisdictions to impose a myriad of surcharges on vehicle registrations, including allowing air districts to charge up to \$7 for vehicle emission reductions, the City/County Association of San Mateo County to charge \$4 for congestion management and storm water pollution prevention, and the South Coast Air Quality Management District to charge \$1 to fund programs to reduce air pollution from motor vehicles. The programs financed by these charges are reasonably related to vehicle use and are not subject to a vote of the people to institute. Some have argued that the fees this bill authorizes are more properly viewed as local taxes and therefore subject under the California Constitution to a two-thirds majority vote of the people. Legislative Counsel, however, has opined that the fees authorized in this bill are fees and not local taxes, and therefore, are not subject to those vote requirements.

6. Recent amendments added MTC . Recent amendments added MTC to this bill, which had authorized only MTA to impose a fee. In adding MTC, however, the author did not include provisions, which are included in AB 595, as to how the fee would be imposed in MTC's multi-county jurisdiction. The author or committee may wish to amend the bill to provide for conducting elections on the imposition of the fee in each of the nine counties within MTC's jurisdiction.

7. A fair distribution of revenues . AB 595, which authorizes MTC to impose a fuel tax, provides a formula to ensure over time that revenues raised from that tax would be equitably distributed between the counties in the Bay Area. This bill

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AB 2558 (FEUER)

Page 6

provides no similar provision for distributing revenues. The author or the committee may wish to amend the bill to provide for the equitable distribution of revenues raised through any fees imposed under this bill both among the Bay Area counties and among jurisdictions within Los Angeles County.

8.Arguments in opposition . Opponents express concern that by authorizing Los Angeles County and the Bay Area to impose the fees in this bill, it will create a patchwork quilt of fees across regions of the state without an overarching, well-defined, statewide strategy to combat the problem of global warming. In addition, they note that gasoline mileage requirements under federal law (know as CAF? standards) will increase by at least 40% to 35 m.p.g. by 2020; that California has also adopted AB 32 (Nu?ez); that Governor Schwarzenegger issued an Executive Order creating a new low carbon fuel standard; and that last year's AB 118 (Nu?ez) will raise over \$1 billion over the next decade for alternative fuels research and air quality improvement programs. Taken together, these federal and state policies will yield dramatic changes in California's economy and transportation system. Opponents assert that adoption of local programs risk contradicting these state and federal policies and potentially undermining their projected positive impacts. Opponents request that these previously enacted policies be implemented before Los Angeles County or the Bay Area enact additional carbon emission or air quality fee-related measures.

9.Technical amendments .

On page 2, line 20, before "emissions" insert "carbon"

On page 3, line 32, after programs insert "as provided in Section 182.7 of the Streets and Highways Code"

On page 5, line 4, before "emissions" insert "carbon"

On page 5, line 39, after "program" insert "as established by Los Angeles County Proposition A of 1980 and Los Angeles County Proposition C of 1990"

On page 6, line 4, after programs insert "as provided in Section 182.7 of the Streets and Highways Code"

1.Double referral . This bill is not a fiscal bill, but the Rules Committee referred this bill to both the Transportation and

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AB 2558 (FEUER)

Page 7

Housing Committee and to the Appropriations Committee. Therefore, if this bill passes this committee, it will be referred to the Committee on Appropriations.

RELATED LEGISLATION

SB 445 (Torlakson) authorizes a regional transportation planning agency or a local transportation commission to impose a fee on either motor vehicle fuels or vehicle registrations to fund climate change mitigation. Status: Heard but not voted upon in Assembly Transportation Committee on June 9, 2008. This bill is not currently set for hearing.

AB 2388 (Feuer) imposes additional fees for weight and for carbon dioxide emissions on the original and renewal registrations of passenger vehicles. Status: In the Assembly Transportation Committee.

AB 2744 (Huffman) provides authority to MTC to impose a fee on motor vehicle fuels in its jurisdiction. Status: Failed in the Assembly Transportation Committee on April 14, 2008 by a 7-6 vote.

Assembly Votes:

Floor:	42 - 33
L Gov:	5 - 2
Trans:	8 - 5

POSITIONS: (Communicated to the Committee before noon on Wednesday, June 18, 2008)

SUPPORT: Amalgamated Transit Union
 American Lung Association
 Bay Air Quality Management District
 CALPIRG
 California League of Conservation Voters
 California Teamsters Public Affairs Council
 City of West Hollywood
 Coalition for Clean Air
 Environment California
 Friends of the Earth
 Green California
 Los Angeles Business Council
 Los Angeles County Metropolitan Transportation

Commission

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AB 2558 (FEUER)

Page 8

Natural Resources Defense Council
Planning and Conservation League
Sierra Club California
Southern California Transit Advocates

OPPOSED: AAA of Northern California
Automobile Club of Southern California
California Beer and Beverage Distributors
California Chamber of Commerce
California New Car Dealers Association
California Service Station and Automotive Repair

Association

Howard Jarvis Taxpayers Associations
San Gabriel Valley Economic Partnership
Stop the Hidden Taxes Coalition
Transportation California Legislative Committee
Western States Petroleum Association

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AMENDED IN ASSEMBLY JUNE 9, 2008
AMENDED IN ASSEMBLY JUNE 25, 2007
AMENDED IN SENATE MAY 2, 2007
AMENDED IN SENATE APRIL 18, 2007
AMENDED IN SENATE APRIL 10, 2007
AMENDED IN SENATE MARCH 22, 2007

SENATE BILL

No. 303

Introduced by Senator Ducheny

February 16, 2007

~~An act to amend Sections 65301, 65563, 65564, 65582, 65583, 65583.2, 65584.09, 65585, 65587, and 65860 of, to add Sections 65300.1, 65583.3, 65588.2, and 65588.3 to, and to repeal and add Section 65588 of, the Government Code, relating to land use planning, and making an appropriation therefor. An act to amend Sections 65080, 65080.3, 65583, 65584, 65584.01, and 65584.05 of, and to add Sections 65080.4 and 65080.6 to, the Government Code, relating to land use planning.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 303, as amended, Ducheny. Local government: land use planning.

(1) Existing law requires designated transportation planning agencies to prepare and adopt a regional transportation plan that includes a policy element, an action element, and a financial element. The plan is required to be directed at achieving a coordinated and balanced regional transportation plan. Each transportation agency with a

population that exceeds 200,000 persons is authorized to prepare at least one alternative planning scenario, as specified.

This bill would require the regional transportation plan to include an initial planning scenario, as specified. A transportation planning agency with a population exceeding 200,000 persons, would be required (A) to adopt and publish procedures governing the preparation and adoption of the regional transportation plan, as specified, (B) to prepare an alternative planning scenario, as specified, and (C) to submit, at least 90 days prior to circulation of the draft regional transportation plan, the initial planning scenario and the alternative planning scenario and accompanying report to the State Air Resources Board, as specified. These additional duties would impose a state-mandated local program. The State Air Resources Board would be required to hold a public hearing and issue a written report determining whether either the initial planning scenario or the alternative planning scenario will inhibit the state from achieving its goals under the California Global Warming Solutions Act of 2006. A city or county would be authorized to create one or more transportation infill areas, as specified.

(2) Existing law requires a city or county general plan to include specified mandatory elements, including a housing element that analyzes existing and projected housing needs and includes a statement of goals, quantified objectives, policies, financial resources, and scheduled programs for the maintenance, preservation, improvement, and development of housing. The housing element is required to identify the existing and projected housing needs of all economic segments of the community. The Department of Housing and Community Development is required to calculate the existing and projected regional housing need, as specified. The council of governments, or delegate subregion, as applicable, is required to distribute the proposed final allocation of regional planning needs to each local government in the region or subregion, as applicable, based on specified methodology. It is the intent of the Legislature that the proposed final allocation be distributed prior to the completion of the update of the applicable regional transportation plan.

This bill would revise the time period for the statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing. The timeframe for calculating and distributing the fourth and subsequent revisions of the housing element would be revised, as specified. The proposed final allocation would be required to be distributed prior to

the completion of the update of the applicable regional transportation plan.

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

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

~~(1) The Planning and Zoning Law requires a city, county, or city and county to adopt a comprehensive, long-term general plan for the physical development of the city, county, or city and county that addresses a number of elements, including, among other things, a housing and an open-space element. Existing law provides that the general plan may be adopted as a single document or as a group of documents relating to subjects or geographic segments of the planning area.~~

~~This bill would require the general plan, and each of its elements to encompass a planning and projection period of at least 20 years, except for the housing element, and would require each element, except for the housing, conservation, and open-space elements, to be updated at least every 10 years. The bill would require the housing element to be updated as specified, and would require the conservation element and the open-space element to be updated concurrently with the housing element.~~

~~The bill would revise the open-space element and require local governments to consider the guidelines adopted by the Office of Planning and Research. The bill would also define “regional housing need” and “existing and projected housing need” to mean the minimum amount of housing needed over the next 10-year period.~~

~~(2) The Planning and Zoning Law requires the housing element of a general plan to identify and analyze various elements, and include a statement of the community’s goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing.~~

~~This bill would require the statement be relative to the maintenance, preservation, improvement, and development of housing for extremely low, very low, low and moderate-income households, and for any special housing needs, as specified.~~

~~(3) Existing law requires the housing element to include, among other things, a program that sets forth a 5-year schedule for actions the local government is undertaking, or intends to undertake to implement~~

~~the policies and achieve the goals and objectives of the housing element, as specified. The program adopted must, among other requirements, identify actions that will be taken to make sites available during the planning period of the general plan, as specified.~~

~~This bill would, instead, require the program to identify sites to facilitate and encourage the development of a variety of types of housing for all income levels, as specified.~~

~~(4) Existing law requires the housing element of a general plan to include an inventory of sites that can be developed for housing within the planning period to accommodate that portion of a city's or county's share of the regional housing need for all income levels, as specified, and requires the city or county to provide an analysis demonstrating how the adopted densities accommodate its share of the regional housing need for lower income households or meet specified densities to accommodate housing for lower income households.~~

~~This bill would delete the option to provide an analysis demonstrating how the adopted densities accommodate the city's or county's share of the regional housing need for lower income households and would, instead, require cities and counties to permit specified densities to accommodate housing for lower income households.~~

~~(5) Existing law requires the housing element of a general plan to include an inventory of sites that can be developed for housing within the planning period to accommodate that portion of a city's or county's share of the regional housing need for all income levels, as specified.~~

~~This bill would require the city council or county board of supervisors to designate in its land use element sufficient land for residential use to accommodate the jurisdiction's 10-year housing need. By imposing additional duties upon local officials, this bill would create a state-mandated local program.~~

~~(6) Existing law requires each local government to review its housing elements as frequently as appropriate to evaluate a number of factors, as specified.~~

~~This bill would revise the factors that each local government is required to evaluate in its review of the housing element and would require the housing element to be updated every 5 years. The bill would also specify the dates that specific groups of local governments are required to update the housing elements, notwithstanding the 5-year requirement.~~

~~The bill would also provide that the deadlines specified for the amendment of the housing element are mandatory and these~~

modifications are not intended to affect existing law with respect to the planning, use, or development of areas outside the sites designated and zoned for residential use to accommodate the jurisdiction's 10-year housing need.

~~(7) Existing law requires county and city ordinances to be consistent with the general plan. For a zoning ordinance to be considered consistent with a general plan officially adopted by a county or city, the various land uses authorized by the ordinance must be compatible with the objectives, policies, general land uses and programs specified in the general plan. Existing law also authorizes a resident or property owner within a city or county to bring an action or proceeding to enforce compliance with these provisions within 90 days of the enactment of any new zoning ordinance or the amendment of an existing ordinance. Existing law also applies these provisions to specified charter cities.~~

~~This bill would require the county or city zoning ordinances to be consistent with the general plan of the county or city by the date of the next housing element update, and thereafter. The bill would revise the factors required for a zoning ordinance to be considered consistent with a general plan to include a requirement for residential uses that the zoning ordinance allows development at the density range specified in the general plan.~~

~~The bill would authorize a property owner to bring an action in court to order a city, county, or city and county to perform a specified action of the housing element within 60 days, as specified.~~

~~The bill would also declare that these provisions have statewide implications and would apply these provisions to a charter city, charter county, and charter city and county, as well as general law cities and counties.~~

~~(8) The bill would also continuously appropriate the sum of \$45,000,000 provided by the Housing and Emergency Shelter Trust Fund Act of 2006 for the purpose of establishing a revolving loan fund in the General Fund to assist cities and counties in funding the enhanced planning and environmental obligations established by this act. The bill would also require that the revolving loan fund be administered by the Office of Planning and Research through a specified repayment program.~~

~~(9) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.~~

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

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

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

1 *SECTION 1. Section 65080 of the Government Code is*
 2 *amended to read:*

3 65080. (a) Each transportation planning agency designated
 4 under Section 29532 or 29532.1 shall prepare and adopt a regional
 5 transportation plan directed at achieving a coordinated and balanced
 6 regional transportation system, including, but not limited to, mass
 7 transportation, highway, railroad, maritime, bicycle, pedestrian,
 8 goods movement, and aviation facilities and services. The plan
 9 shall be action-oriented and pragmatic, considering both the
 10 short-term and long-term future, and shall present clear, concise
 11 policy guidance to local and state officials. The regional
 12 transportation plan shall consider factors specified in Section 134
 13 of Title 23 of the United States Code. Each transportation planning
 14 agency shall consider and incorporate, as appropriate, the
 15 transportation plans of cities, counties, districts, private
 16 organizations, and state and federal agencies.

17 (b) The regional transportation plan shall include all of the
 18 following:

19 (1) (A) *An initial planning scenario. For areas that have a*
 20 *county transportation commission created pursuant to Section*
 21 *130050 of the Public Utilities Code, the county transportation*
 22 *commission for each county shall prepare the initial planning*
 23 *scenario for its area or otherwise contract with the multicounty*
 24 *designated transportation planning agency, as defined in Section*
 25 *130004 of the Public Resources Code, to prepare the initial*
 26 *planning scenario for its area. The initial planning scenario shall*
 27 *do all of the following:*

28 (i) *Project a land use and development pattern that includes*
 29 *land use designations, densities, and building intensities for the*
 30 *area covered by the regional transportation plan based on existing*
 31 *general plan policies and recent and current growth patterns.*

32 (ii) *Provide for sufficient housing within the region to*
 33 *accommodate the region's medium- and long-term housing need*
 34 *for all income levels during the planning period.*

1 (iii) Establish a regional greenhouse gas emissions target by
2 projecting the Land Use-Transportation Carbon Footprint
3 associated with implementation of the regional transportation
4 plan.

5 (B) The initial planning scenario may designate the approximate
6 boundaries of potential Transportation Infill Areas (TIAs) within
7 the region, pursuant to Section 65080.5, that could be developed
8 at significantly higher densities to increase the efficiency of the
9 transportation network.

10 (1)

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

20 (A) Measures of mobility and traffic congestion, including, but
21 not limited to, vehicle hours of delay per capita and vehicle miles
22 traveled per capita.

23 (B) Measures of road and bridge maintenance and rehabilitation
24 needs, including, but not limited to, roadway pavement and bridge
25 conditions.

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

29 (i) Single occupant vehicle.

30 (ii) Multiple occupant vehicle or carpool.

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

32 (iv) Walking.

33 (v) Bicycling.

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

37 (E) Measures of equity and accessibility, including, but not
38 limited to, percentage of the population served by frequent and
39 reliable public transit, with a breakdown by income bracket, and

1 percentage of all jobs accessible by frequent and reliable public
2 transit service, with a breakdown by income bracket.

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

6 ~~(2)~~

7 (3) An action element that describes the programs and actions
8 necessary to implement the plan and assigns implementation
9 responsibilities. The action element may describe all projects
10 proposed for development during the 20-year life of the plan.

11 The action element shall consider congestion management
12 programming activities carried out within the region.

13 ~~(3)~~

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

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

- 31 (i) State highway expansion.
- 32 (ii) State highway rehabilitation, maintenance, and operations.
- 33 (iii) Local road and street expansion.
- 34 (iv) Local road and street rehabilitation, maintenance, and
35 operation.
- 36 (v) Mass transit, commuter rail, and intercity rail expansion.
- 37 (vi) Mass transit, commuter rail, and intercity rail rehabilitation,
38 maintenance, and operations.
- 39 (vii) Pedestrian and bicycle facilities.
- 40 (viii) Environmental enhancements and mitigation.

1 (ix) Research and planning.

2 (x) Other categories.

3 (c) Each transportation planning agency may also include other
4 factors of local significance as an element of the regional
5 transportation plan, including, but not limited to, issues of mobility
6 for specific sectors of the community, including, but not limited
7 to, senior citizens.

8 (d) Except as otherwise provided in this subdivision, each
9 transportation planning agency shall adopt and submit, every four
10 years, an updated regional transportation plan to the California
11 Transportation Commission and the Department of Transportation.
12 A transportation planning agency located in a federally designated
13 air quality attainment area or that does not contain an urbanized
14 area may at its option adopt and submit a regional transportation
15 plan every five years. When applicable, the plan shall be consistent
16 with federal planning and programming requirements and shall
17 conform to the regional transportation plan guidelines adopted by
18 the California Transportation Commission. Prior to adoption of
19 the regional transportation plan, a public hearing shall be held after
20 the giving of notice of the hearing by publication in the affected
21 county or counties pursuant to Section 6061. *In a transportation
22 planning agency with a population exceeding 200,000 persons,
23 the transportation planning agency, after notice and the
24 opportunity for the public to provide written and oral comments,
25 shall adopt and publish procedures governing the preparation and
26 adoption of the regional transportation plan. The procedures shall
27 include, at a minimum, all of the following:*

28 (1) *Outreach efforts to ensure the active participation of a broad
29 range of stakeholder groups in the planning process, including,
30 but not limited to, affordable housing advocates, transportation
31 advocates, neighborhood and community groups, environmental
32 advocates, homebuilder representatives, broad-based business
33 organizations, landowners, commercial property interests, and
34 homeowners associations.*

35 (2) *Workshops throughout the region to provide the public with
36 the information and tools necessary to provide a clear
37 understanding of the issues and policy choices, including
38 prioritizing transportation funding in a manner that limits
39 opportunities for single-family home development and ownership
40 and individual automobile use in an attempt to address global*

- 1 *climate change through altering the region’s transportation and*
 2 *land use policy. At least three workshops shall be held in each*
 3 *county within the region. Each workshop shall include urban*
 4 *simulation computer modeling to create visual representations of*
 5 *the initial planning scenario and the alternative planning scenario*
 6 *prepared pursuant to Section 65080.3.*
- 7 (3) *Preparation and circulation of a draft regional*
 8 *transportation plan not less than 90 days before adoption of a*
 9 *final plan.*
- 10 (4) *At least three public hearings on the draft regional*
 11 *transportation plan. To the maximum extent feasible, the hearings*
 12 *shall be in different parts of the region to maximize the opportunity*
 13 *for participation by members of the public throughout the region.*
- 14 (5) *A process for enabling members of the public to provide a*
 15 *single request to receive notices, information, and updates.*
- 16 (e) *For purposes of this chapter the following terms have the*
 17 *following meanings:*
- 18 (1) *“Land use-transportation carbon footprint” means the*
 19 *region’s per capita or per household carbon emissions calculated*
 20 *using a methodology that measures the carbon equivalent of*
 21 *greenhouse gas emissions from personal and freight transportation*
 22 *and residential energy use and direct fuel consumption.*
- 23 (2) *“Medium-term housing need” means the region’s existing*
 24 *and projected housing need determined pursuant to paragraph*
 25 *(1) of subdivision (a) of Section 65584.*
- 26 (3) *The provisions in Section 65583.2 shall be used to determine*
 27 *site capacity and accommodation of lower income households.*
- 28 SEC. 2. *Section 65080.3 of the Government Code is amended*
 29 *to read:*
- 30 65080.3. (a) *Each transportation planning agency with a*
 31 *population that exceeds 200,000 persons may shall prepare at least*
 32 *one an “alternative planning scenario” that results in a projected*
 33 *land use transportation carbon footprint, as defined in Section*
 34 *65080, that is less than that associated with the initial planning*
 35 *scenario for presentation to local officials, agency board members,*
 36 *and the public during the development of the triennial regional*
 37 *transportation plan and the hearing workshops and hearings*
 38 *required under subdivision (e) (d) of Section 65080. For areas*
 39 *that have a county transportation commission created pursuant*
 40 *to Section 130050 of the Public Utilities Code, the county*

1 *transportation commission for each county shall prepare the*
2 *alternative planning scenario for its area or otherwise contract*
3 *with the multicounty designated transportation planning agency,*
4 *as defined in Section 130004 of the Public Utilities Code, to*
5 *prepare the alternative planning scenario for its area.*

6 (b) ~~The alternative planning scenario shall accommodate the~~
7 ~~same amount of population growth as projected in the plan but~~
8 ~~shall be based on an alternative that attempts to reduce the growth~~
9 ~~in traffic congestion, make more efficient use of existing~~
10 ~~transportation infrastructure, and reduce the need for costly future~~
11 ~~public infrastructure. do all of the following:~~

12 (1) *Project a land use and development pattern that includes*
13 *land use designations, densities, and building intensities for the*
14 *area covered by the regional transportation plan, after considering*
15 *a range of growth patterns with different emphases, including*
16 *accommodating growth in master planned communities,*
17 *accommodating growth in exurban areas outside existing urban*
18 *centers, accommodating growth in suburban areas near urban*
19 *areas, and growth in urban areas.*

20 (2) *Provide for sufficient housing within the region to*
21 *accommodate the region's medium- and long-term housing need*
22 *for all income levels during the planning period.*

23 (3) *Rely on, and accommodate, the same planning projections*
24 *and assumptions as the initial planning scenario, including*
25 *projected population and job growth.*

26 (c) The alternative planning scenario shall be developed in
27 collaboration with a broad range of public and private stakeholders,
28 including local elected officials, city and county employees,
29 relevant interest groups, and the general public. In developing the
30 scenario, the agency shall consider all of the following:

31 (1) Increasing housing and commercial development around
32 transit facilities and in close proximity to jobs and commercial
33 activity centers.

34 (2) Encouraging public transit usage, ridesharing, walking,
35 bicycling, and transportation demand management practices.

36 (3) Promoting a more efficient mix of current and future job
37 sites, commercial activity centers, and housing opportunities.

38 (4) Promoting use of urban vacant land and “brownfield”
39 redevelopment.

- 1 (5) An economic incentive program that may include measures
2 such as transit vouchers and variable pricing for transportation.
- 3 (6) *The general plans of the cities and counties within the region,*
4 *spheres of influence for each city, and the most recent municipal*
5 *service reviews completed by the local agency formation*
6 *commissions within the planning area.*
- 7 (7) *The alternative planning scenario may designate the*
8 *approximate boundaries of potential transportation infill areas*
9 *(TIAs) within the region, pursuant to Section 65080.5, that could*
10 *be developed at significantly higher densities to increase the*
11 *efficiency of the transportation network.*
- 12 (e) The *alternative* planning scenario shall be included in a
13 report evaluating all of the following:
- 14 (1) The amounts and locations of traffic congestion.
- 15 (2) Vehicle miles traveled and the resulting reduction in vehicle
16 emissions.
- 17 (3) Estimated percentage share of trips made by each means of
18 travel specified in subparagraph (C) of paragraph ~~(1)~~ (2) of
19 subdivision (b) of Section 65080.
- 20 (4) The costs of transportation improvements required to
21 accommodate the population growth in accordance with the
22 *alternative planning scenario and sources of funds for the required*
23 *improvements.*
- 24 (5) The economic, social, environmental, regulatory, and
25 institutional barriers to the scenario being achieved.
- 26 (6) *The capacity, or lack thereof, of existing infrastructure for*
27 *water supply, wastewater transport and treatment, solid waste*
28 *disposal, and other utilities to accommodate any increased*
29 *densities envisioned under the alternative planning scenario, and*
30 *increases, upgrades, or retrofit actions necessary to establish*
31 *sufficient capacity for the envisioned uses.*
- 32 (7) *Quantification of the reduction in the land use-transportation*
33 *carbon footprint forecasted to be achieved by the alternative*
34 *planning scenario as compared to the initial planning scenario.*
- 35 ~~(e) If the adopted regional transportation plan already achieves~~
36 ~~one or more of the objectives set forth in subdivision (c), those~~
37 ~~objectives need not be discussed or evaluated in the alternative~~
38 ~~planning scenario.~~
- 39 (e) (1) *At least 90 days prior to circulation of the draft regional*
40 *transportation plan, the transportation agency shall submit the*

1 *initial planning scenario and the alternative planning scenario*
2 *and accompanying report to the State Air Resources Board. The*
3 *board shall hold a public hearing and issue a written report*
4 *determining whether each scenario will inhibit the state from*
5 *achieving its goals under the California Global Warming Solutions*
6 *Act of 2006 (Part 1 (commencing with Section 38500) of Division*
7 *25.5 of the Health and Safety Code). The board's determination*
8 *shall be supported by substantial evidence in the record. The board*
9 *is not authorized to make land use determinations, zoning*
10 *determinations, determine building intensities, or other*
11 *determinations that are the prerogative of local governments. The*
12 *board shall transmit its written report to the transportation agency*
13 *within 60 days of receiving the scenarios from the transportation*
14 *agency.*

15 (2) *If the State Air Resources Board's report determines that*
16 *neither the initial planning scenario nor the alternative planning*
17 *scenario will inhibit the state from achieving its goals under the*
18 *California Global Warming Solutions Act of 2006 (Part 1*
19 *(commencing with Section 38500) of Division 25.5 of the Health*
20 *and Safety Code), the transportation agency may adopt either one*
21 *as the planning scenario for the regional transportation plan.*

22 (3) ~~The~~ *If the State Air Resources Board's report determines*
23 *that (i) the initial planning scenario will inhibit the state from*
24 *achieving its goals under the California Global Warming Solutions*
25 *Act of 2006 (Part 1 (commencing with Section 38500) of Division*
26 *25.5 of the Health and Safety Code), and (ii) that the alternative*
27 *planning scenario will not inhibit the state from achieving its goals*
28 *under that act, the alternative planning scenario and accompanying*
29 *report shall not be adopted as part of the planning scenario for the*
30 *regional transportation plan, but it shall be distributed to cities and*
31 *counties within the region and to other interested parties, and may*
32 *be a basis for revisions to the transportation projects that will be*
33 *included in the regional transportation plan.*

34 (4) *If the State Air Resources Board's report determines that*
35 *both scenarios will inhibit the state from achieving its goals under*
36 *the California Global Warming Solutions Act of 2006 (Part 1*
37 *(commencing with Section 38500) of Division 25.5 of the Health*
38 *and Safety Code), the report shall include proposed modifications*
39 *to the alternative planning scenario that would result in the*
40 *alternative planning scenario not inhibiting the state's goals under*

1 *that act. The board shall not make land use determinations, zoning*
 2 *determinations, or building intensity determinations. The*
 3 *transportation agency shall adopt the alternative planning scenario*
 4 *with the modifications as the planning scenario for the regional*
 5 *transportation plan unless it determines, based on substantial*
 6 *evidence in the record, that (i) the proposed modifications would*
 7 *prevent the region from meeting its medium- or long-term housing*
 8 *need, or (ii) the proposed modifications render the alternative*
 9 *planning scenario inconsistent with any applicable federal*
 10 *requirements for land use and development scenarios. If the*
 11 *transportation agency makes either of these determinations, it*
 12 *shall adopt the alternative planning scenario without the*
 13 *modifications as the planning scenario for the regional*
 14 *transportation plan.*

15 ~~(g)~~

16 *(f) Nothing in this section grants transportation planning*
 17 *agencies any direct or indirect authority over local land use*
 18 *decisions.*

19 ~~*(h) This section does not apply to a transportation plan adopted*~~
 20 ~~*on or before September 1, 2001, proposed by a transportation*~~
 21 ~~*planning agency with a population of less than 1,000,000 persons.*~~

22 *(g) The provisions of this chapter shall be the exclusive*
 23 *compliance mechanism for the land use sector sources in each*
 24 *region for purposes of the California Global Warming Solutions*
 25 *Act of 2006 (Part I (commencing with Section 38500) of Division*
 26 *25.5 of the Health and Safety Code), and no additional*
 27 *requirements shall be required pursuant to that act regulating the*
 28 *location, distribution, or type of land uses, or the generation of*
 29 *vehicle miles traveled by motor vehicles associated with such land*
 30 *uses. Nothing in this subdivision shall prohibit the issuance of*
 31 *energy efficiency requirements for existing or new development*
 32 *related to energy use within the development nor shall it affect the*
 33 *ability of any agency to regulate the greenhouse gas or air*
 34 *contaminant emissions rate of any vehicles or transportation*
 35 *facilities.*

36 *(h) Nothing in this chapter shall be interpreted to authorize the*
 37 *abrogation of any vested right whether created statutorily or by*
 38 *common law.*

39 *(i) The provisions of this section shall not apply to all of the*
 40 *following:*

1 (1) Any project programmed for funding on or before December
2 31, 2011, that is (A) contained in the 2007 or 2009 Federal
3 Statewide Transportation Improvement Program, or (B) funded
4 pursuant to Chapter 12.49 (commencing with Section 8879.20) of
5 Division 1 of Title 2.

6 (2) Any project identified in a ballot measure imposing a sales
7 tax for transportation projects that is approved by the voters on
8 or before November 4, 2008.

9 (j) Where a ballot measure imposing a sales tax for
10 transportation projects approved on or before November 4, 2008,
11 includes or references a transportation expenditure plan that
12 allocates funds based on the programmatic nature of the
13 expenditure (categorical expenditures), nothing in this bill shall
14 be interpreted to require or authorize the reallocation of funds to
15 a different category, or any other action that would require voter
16 approval. The governing agency, however, shall establish criteria
17 that gives priority for funds within a category to projects that are
18 consistent with the adopted planning scenario for the regional
19 transportation plan.

20 (k) Nothing in this section shall be interpreted, either by its own
21 terms or in combination with any other provision of law, as
22 requiring a city's or county's land use policies and regulations,
23 including its general plan, to be consistent with the regional
24 transportation plan or the planning scenario adopted as part of
25 the regional transportation plan.

26 (l) Nothing in this section shall apply to any project for which
27 an application has been deemed complete by any jurisdictional
28 local lead agency or for which a notice of preparation has been
29 issued pursuant to subdivision (a) of Section 21080.4 of the Public
30 Resources Code and subdivision (a) of Section 15082 of Title 24
31 of the California Code of Regulations, prior to the adoption of the
32 first regional transportation plan prepared in compliance with
33 this section, by the transportation agency for the region in which
34 the project is located.

35 SEC. 3. Section 65080.4 is added to the Government Code, to
36 read:

37 65080.4. If a project is consistent with the designation, density,
38 and building intensity specified for the area in the planning
39 scenario for the regional transportation plan, any environmental
40 review for the project, including, without limitation, findings or

1 *other determinations for an exemption, a negative declaration, a*
2 *mitigated negative declaration, an environmental impact report,*
3 *findings, a mitigation monitoring and reporting program, or other*
4 *document under Division 13 (commencing with Section 21000) of*
5 *the Public Resources Code, shall not be required to reference,*
6 *describe, or discuss potential project specific or cumulative growth*
7 *inducing effects, alternatives, or effects related to greenhouse gas*
8 *emissions or climate change. In addition, the geographic scope*
9 *for referencing, describing, or discussing any potentially*
10 *cumulative effects not prohibited by this section from being*
11 *referenced, described, or discussed shall not extend beyond the*
12 *territorial limits of the city or county in which the project is*
13 *located.*

14 *SEC. 4. Section 65080.6 is added to the Government Code, to*
15 *read:*

16 *65080.6. (a) A city or county may create one or more*
17 *transportation infill areas (TIA) in areas designated as potential*
18 *transportation infill areas in the regional transportation plan.*

19 *(b) A TIA shall include all of the following:*

20 *(1) A reasonable description of the specific boundaries of the*
21 *TIA within the jurisdiction.*

22 *(2) Zoning that plans for the construction of at least 500 new*
23 *dwelling units in addition to commercial, retail, office, or other*
24 *uses that are compatible with residential development located*
25 *within a transit corridor.*

26 *(3) Minimum zoning and density standards that establish*
27 *average residential densities of at least 30 units per acre in*
28 *residential areas and an average floor area ratio of 2.0 in*
29 *commercial areas.*

30 *(c) The following provisions shall apply within TIAs:*

31 *(1) The provisions of Section 65915 do not apply.*

32 *(2) If a project is consistent with the designation, density, and*
33 *building intensity specified for the area in the planning scenario*
34 *for the regional transportation plan, any environmental review*
35 *for the project, including, without limitation, findings or other*
36 *determinations for an exemption, a negative declaration, a*
37 *mitigated negative declaration, an environmental impact report,*
38 *findings, a mitigation monitoring and reporting program, or other*
39 *document under Division 13 (commencing with Section 21000) of*
40 *the Public Resources Code, shall not be required to reference,*

1 *describe, or discuss potential project specific or cumulative growth*
2 *inducing effects, alternatives, or effects related to greenhouse gas*
3 *emissions or climate change. In addition, the geographic scope*
4 *for referencing, describing, or discussing any potentially*
5 *cumulative effects not prohibited by this section from being*
6 *referenced, described, or discussed shall not extend beyond the*
7 *territorial limits of the city or county in which the project is*
8 *located.*

9 *SEC. 5. Section 65583 of the Government Code is amended to*
10 *read:*

11 65583. The housing element shall consist of an identification
12 and analysis of existing and projected housing needs and a
13 statement of goals, policies, quantified objectives, financial
14 resources, and scheduled programs for the preservation,
15 improvement, and development of housing. The housing element
16 shall identify adequate sites for housing, including rental housing,
17 factory-built housing, mobilehomes, and emergency shelters, and
18 shall make adequate provision for the existing and projected needs
19 of all economic segments of the community. The element shall
20 contain all of the following:

21 (a) An assessment of housing needs and an inventory of
22 resources and constraints relevant to the meeting of these needs.
23 The assessment and inventory shall include all of the following:

24 (1) An analysis of population and employment trends and
25 documentation of projections and a quantification of the locality's
26 existing and projected housing needs for all income levels,
27 including extremely low income households, as defined in
28 subdivision (b) of Section 50105 and Section 50106 of the Health
29 and Safety Code. These existing and projected needs shall include
30 the locality's share of the regional housing need in accordance
31 with Section 65584. Local agencies shall calculate the subset of
32 very low income households allotted under Section 65584 that
33 qualify as extremely low income households. The local agency
34 may either use available census data to calculate the percentage
35 of very low income households that qualify as extremely low
36 income households or presume that 50 percent of the very low
37 income households qualify as extremely low income households.
38 The number of extremely low income households and very low
39 income households shall equal the jurisdiction's allocation of very
40 low income households pursuant to Section 65584.

- 1 (2) An analysis and documentation of household characteristics,
2 including level of payment compared to ability to pay, housing
3 characteristics, including overcrowding, and housing stock
4 condition.
- 5 (3) An inventory of land suitable for residential development,
6 including vacant sites and sites having potential for redevelopment,
7 and an analysis of the relationship of zoning and public facilities
8 and services to these sites.
- 9 (4) (A) The identification of a zone or zones where emergency
10 shelters are allowed as a permitted use without a conditional use
11 or other discretionary permit. The identified zone or zones shall
12 include sufficient capacity to accommodate the need for emergency
13 shelter identified in paragraph (7), except that each local
14 government shall identify a zone or zones that can accommodate
15 at least one year-round emergency shelter. If the local government
16 cannot identify a zone or zones with sufficient capacity, the local
17 government shall include a program to amend its zoning ordinance
18 to meet the requirements of this paragraph within one year of the
19 adoption of the housing element. The local government may
20 identify additional zones where emergency shelters are permitted
21 with a conditional use permit. The local government shall also
22 demonstrate that existing or proposed permit processing,
23 development, and management standards are objective and
24 encourage and facilitate the development of, or conversion to,
25 emergency shelters. Emergency shelters may only be subject to
26 those development and management standards that apply to
27 residential or commercial development within the same zone except
28 that a local government may apply written, objective standards
29 that include all of the following:
- 30 (i) The maximum number of beds or persons permitted to be
31 served nightly by the facility.
- 32 (ii) Off-street parking based upon demonstrated need, provided
33 that the standards do not require more parking for emergency
34 shelters than for other residential or commercial uses within the
35 same zone.
- 36 (iii) The size and location of exterior and interior onsite waiting
37 and client intake areas.
- 38 (iv) The provision of onsite management.
- 39 (v) The proximity to other emergency shelters, provided that
40 emergency shelters are not required to be more than 300 feet apart.

- 1 (vi) The length of stay.
- 2 (vii) Lighting.
- 3 (viii) Security during hours that the emergency shelter is in
- 4 operation.

5 (B) The permit processing, development, and management
6 standards applied under this paragraph shall not be deemed to be
7 discretionary acts within the meaning of the California
8 Environmental Quality Act (Division 13 (commencing with Section
9 21000) of the Public Resources Code).

10 (C) A local government that can demonstrate to the satisfaction
11 of the department the existence of one or more emergency shelters
12 either within its jurisdiction or pursuant to a multijurisdictional
13 agreement that can accommodate that jurisdiction's need for
14 emergency shelter identified in paragraph (7) may comply with
15 the zoning requirements of subparagraph (A) by identifying a zone
16 or zones where new emergency shelters are allowed with a
17 conditional use permit.

18 (D) A local government with an existing ordinance or ordinances
19 that comply with this paragraph shall not be required to take
20 additional action to identify zones for emergency shelters. The
21 housing element must only describe how existing ordinances,
22 policies, and standards are consistent with the requirements of this
23 paragraph.

24 (5) An analysis of potential and actual governmental constraints
25 upon the maintenance, improvement, or development of housing
26 for all income levels, including the types of housing identified in
27 paragraph (1) of subdivision (c), and for persons with disabilities
28 as identified in the analysis pursuant to paragraph (6), including
29 land use controls, building codes and their enforcement, site
30 improvements, fees and other exactions required of developers,
31 and local processing and permit procedures. The analysis shall
32 also demonstrate local efforts to remove governmental constraints
33 that hinder the locality from meeting its share of the regional
34 housing need in accordance with Section 65584 and from meeting
35 the need for housing for persons with disabilities, supportive
36 housing, transitional housing, and emergency shelters identified
37 pursuant to paragraph (6). Transitional housing and supportive
38 housing shall be considered a residential use of property, and shall
39 be subject only to those restrictions that apply to other residential
40 dwellings of the same type in the same zone.

1 (6) An analysis of potential and actual nongovernmental
2 constraints upon the maintenance, improvement, or development
3 of housing for all income levels, including the availability of
4 financing, the price of land, and the cost of construction.

5 (7) An analysis of any special housing needs, such as those of
6 the elderly, persons with disabilities, large families, farmworkers,
7 families with female heads of households, and families and persons
8 in need of emergency shelter. The need for emergency shelter shall
9 be assessed based on annual and seasonal need. The need for
10 emergency shelter may be reduced by the number of supportive
11 housing units that are identified in an adopted 10-year plan to end
12 chronic homelessness and that are either vacant or for which
13 funding has been identified to allow construction during the
14 planning period.

15 (8) An analysis of opportunities for energy conservation with
16 respect to residential development.

17 (9) An analysis of existing assisted housing developments that
18 are eligible to change from low-income housing uses during the
19 next 10 years due to termination of subsidy contracts, mortgage
20 prepayment, or expiration of restrictions on use. "Assisted housing
21 developments," for the purpose of this section, shall mean
22 multifamily rental housing that receives governmental assistance
23 under federal programs listed in subdivision (a) of Section
24 65863.10, state and local multifamily revenue bond programs,
25 local redevelopment programs, the federal Community
26 Development Block Grant Program, or local in-lieu fees. "Assisted
27 housing developments" shall also include multifamily rental units
28 that were developed pursuant to a local inclusionary housing
29 program or used to qualify for a density bonus pursuant to Section
30 65916.

31 (A) The analysis shall include a listing of each development by
32 project name and address, the type of governmental assistance
33 received, the earliest possible date of change from low-income use
34 and the total number of elderly and nonelderly units that could be
35 lost from the locality's low-income housing stock in each year
36 during the 10-year period. For purposes of state and federally
37 funded projects, the analysis required by this subparagraph need
38 only contain information available on a statewide basis.

39 (B) The analysis shall estimate the total cost of producing new
40 rental housing that is comparable in size and rent levels, to replace

1 the units that could change from low-income use, and an estimated
2 cost of preserving the assisted housing developments. This cost
3 analysis for replacement housing may be done aggregately for
4 each five-year period and does not have to contain a
5 project-by-project cost estimate.

6 (C) The analysis shall identify public and private nonprofit
7 corporations known to the local government which have legal and
8 managerial capacity to acquire and manage these housing
9 developments.

10 (D) The analysis shall identify and consider the use of all federal,
11 state, and local financing and subsidy programs which can be used
12 to preserve, for lower income households, the assisted housing
13 developments, identified in this paragraph, including, but not
14 limited to, federal Community Development Block Grant Program
15 funds, tax increment funds received by a redevelopment agency
16 of the community, and administrative fees received by a housing
17 authority operating within the community. In considering the use
18 of these financing and subsidy programs, the analysis shall identify
19 the amounts of funds under each available program which have
20 not been legally obligated for other purposes and which could be
21 available for use in preserving assisted housing developments.

22 (b) (1) A statement of the community's goals, quantified
23 objectives, and policies relative to the maintenance, preservation,
24 improvement, and development of housing.

25 (2) It is recognized that the total housing needs identified
26 pursuant to subdivision (a) may exceed available resources and
27 the community's ability to satisfy this need within the content of
28 the general plan requirements outlined in Article 5 (commencing
29 with Section 65300). Under these circumstances, the quantified
30 objectives need not be identical to the total housing needs. The
31 quantified objectives shall establish the maximum number of
32 housing units by income category, including extremely low income,
33 that can be constructed, rehabilitated, and conserved over—a
34 *five-year an eight-year* time period.

35 (c) A program which sets forth a ~~five-year~~ schedule of actions
36 the local government is undertaking or intends to undertake to
37 implement the policies and achieve the goals and objectives of the
38 housing element through the administration of land use and
39 development controls, the provision of regulatory concessions and
40 incentives, and the utilization of appropriate federal and state

1 financing and subsidy programs when available and the utilization
 2 of moneys in a low- and moderate-income housing fund of an
 3 agency if the locality has established a redevelopment project area
 4 pursuant to the Community Redevelopment Law (Division 24
 5 (commencing with Section 33000) of the Health and Safety Code).
 6 In order to make adequate provision for the housing needs of all
 7 economic segments of the community, the program shall do all of
 8 the following:

9 (1) Identify actions that will be taken to make sites available
 10 ~~during the planning period of the general plan~~ with appropriate
 11 zoning and development standards and with services and facilities
 12 to accommodate that portion of the city's or county's share of the
 13 regional housing need for each income level that could not be
 14 accommodated on sites identified in the inventory completed
 15 pursuant to paragraph (3) of subdivision (a) without rezoning, and
 16 to comply with the requirements of Section 65584.09.
 17 *Notwithstanding any other provision of law, all of the actions*
 18 *identified pursuant to this paragraph, including rezonings and*
 19 *availability of services and facilities, shall be completed and in*
 20 *effect no later than three years after the due date for adopting the*
 21 *final housing element specified in Section 65588 or 65584.02.*
 22 *Zoning undertaken to satisfy the requirements of this paragraph*
 23 *shall allow development of a site at the necessary density range*
 24 *without a requirement for further rezoning of the site.* Sites shall
 25 be identified as needed to facilitate and encourage the development
 26 of a variety of types of housing for all income levels, including
 27 multifamily rental housing, factory-built housing, mobilehomes,
 28 housing for agricultural employees, supportive housing,
 29 single-room occupancy units, emergency shelters, and transitional
 30 housing.

31 (A) Where the inventory of sites, pursuant to paragraph (3) of
 32 subdivision (a), does not identify adequate sites to accommodate
 33 the need for groups of all household income levels pursuant to
 34 Section 65584, the program shall identify sites that can be
 35 developed for housing within the planning period pursuant to
 36 subdivision (h) of Section 65583.2.

37 (B) Where the inventory of sites pursuant to paragraph (3) of
 38 subdivision (a) does not identify adequate sites to accommodate
 39 the need for farmworker housing, the program shall provide for
 40 sufficient sites to meet the need with zoning that permits

1 farmworker housing use by right, including density and
2 development standards that could accommodate and facilitate the
3 feasibility of the development of farmworker housing for low- and
4 very low income households.

5 (2) Assist in the development of adequate housing to meet the
6 needs of extremely low, very low, low-, and moderate-income
7 households.

8 (3) Address and, where appropriate and legally possible, remove
9 governmental constraints to the maintenance, improvement, and
10 development of housing, including housing for all income levels
11 and housing for persons with disabilities. The program shall remove
12 constraints to, and provide reasonable accommodations for housing
13 designed for, intended for occupancy by, or with supportive
14 services for, persons with disabilities.

15 (4) Conserve and improve the condition of the existing
16 affordable housing stock, which may include addressing ways to
17 mitigate the loss of dwelling units demolished by public or private
18 action.

19 (5) Promote housing opportunities for all persons regardless of
20 race, religion, sex, marital status, ancestry, national origin, color,
21 familial status, or disability.

22 (6) Preserve for lower income households the assisted housing
23 developments identified pursuant to paragraph (9) of subdivision
24 (a). The program for preservation of the assisted housing
25 developments shall utilize, to the extent necessary, all available
26 federal, state, and local financing and subsidy programs identified
27 in paragraph (9) of subdivision (a), except where a community has
28 other urgent needs for which alternative funding sources are not
29 available. The program may include strategies that involve local
30 regulation and technical assistance.

31 (7) The program shall include an identification of the agencies
32 and officials responsible for the implementation of the various
33 actions and the means by which consistency will be achieved with
34 other general plan elements and community goals. The local
35 government shall make a diligent effort to achieve public
36 participation of all economic segments of the community in the
37 development of the housing element, and the program shall
38 describe this effort.

39 (d) (1) A local government may satisfy all or part of its
40 requirement to identify a zone or zones suitable for the

1 development of emergency shelters pursuant to paragraph (4) of
2 subdivision (a) by adopting and implementing a multijurisdictional
3 agreement, with a maximum of two other adjacent communities,
4 that requires the participating jurisdictions to develop at least one
5 year-round emergency shelter within two years of the beginning
6 of the planning period.

7 (2) The agreement shall allocate a portion of the new shelter
8 capacity to each jurisdiction as credit towards its emergency shelter
9 need, and each jurisdiction shall describe how the capacity was
10 allocated as part of its housing element.

11 (3) Each member jurisdiction of a multijurisdictional agreement
12 shall describe in its housing element all of the following:

13 (A) How the joint facility will meet the jurisdiction's emergency
14 shelter need.

15 (B) The jurisdiction's contribution to the facility for both the
16 development and ongoing operation and management of the
17 facility.

18 (C) The amount and source of the funding that the jurisdiction
19 contributes to the facility.

20 (4) The aggregate capacity claimed by the participating
21 jurisdictions in their housing elements shall not exceed the actual
22 capacity of the shelter.

23 (e) Except as otherwise provided in this article, amendments to
24 this article that alter the required content of a housing element
25 shall apply to both of the following:

26 (1) A housing element or housing element amendment prepared
27 pursuant to subdivision (e) of Section 65588 or Section 65584.02,
28 when a city, county, or city and county submits a draft to the
29 department for review pursuant to Section 65585 more than 90
30 days after the effective date of the amendment to this section.

31 (2) Any housing element or housing element amendment
32 prepared pursuant to subdivision (e) of Section 65588 or Section
33 65584.02, when the city, county, or city and county fails to submit
34 the first draft to the department before the due date specified in
35 Section 65588 or 65584.02.

36 *SEC. 6. Section 65584 of the Government Code is amended to*
37 *read:*

38 65584. (a) (1) For the fourth and subsequent revisions of the
39 housing element pursuant to Section 65588, the department shall
40 determine the existing and projected need for housing *for an*

1 *eight-year period* for each region pursuant to this article. For
2 purposes of subdivision (a) of Section 65583, the share of a city
3 or county of the regional housing need shall include that share of
4 the housing need of persons at all income levels within the area
5 significantly affected by the general plan of the city or county.

6 (2) While it is the intent of the Legislature that cities, counties,
7 and cities and counties should undertake all necessary actions to
8 encourage, promote, and facilitate the development of housing to
9 accommodate the entire regional housing need, it is recognized,
10 however, that future housing production may not equal the regional
11 housing need established for planning purposes.

12 (b) The department, in consultation with each council of
13 governments, shall determine each region's existing and projected
14 housing need pursuant to Section 65584.01 at least ~~two~~ *three* years
15 prior to the scheduled revision required pursuant to Section 65588.
16 The appropriate council of governments, or for cities and counties
17 without a council of governments, the department, shall adopt a
18 final regional housing need plan that allocates a share of the
19 regional housing need to each city, county, or city and county at
20 least one year prior to the scheduled revision for the region required
21 by Section 65588. The allocation plan prepared by a council of
22 governments shall be prepared pursuant to Sections 65584.04 and
23 65584.05 with the advice of the department.

24 (c) Notwithstanding any other provision of law, the due dates
25 for the determinations of the department or for the council of
26 governments, respectively, regarding the regional housing need
27 may be extended by the department by not more than 60 days if
28 the extension will enable access to more recent critical population
29 or housing data from a pending or recent release of the United
30 States Census Bureau or the Department of Finance. If the due
31 date for the determination of the department or the council of
32 governments is extended for this reason, the department shall
33 extend the corresponding housing element revision deadline
34 pursuant to Section 65588 by not more than 60 days.

35 (d) The regional housing needs allocation plan shall be
36 consistent with all of the following objectives:

37 (1) Increasing the housing supply and the mix of housing types,
38 tenure, and affordability in all cities and counties within the region
39 in an equitable manner, which shall result in each jurisdiction

1 receiving an allocation of units for low- and very low income
2 households.

3 (2) Promoting infill development and socioeconomic equity,
4 the protection of environmental and agricultural resources, and
5 the encouragement of efficient development patterns.

6 (3) Promoting an improved intraregional relationship between
7 jobs and housing.

8 (4) Allocating a lower proportion of housing need to an income
9 category when a jurisdiction already has a disproportionately high
10 share of households in that income category, as compared to the
11 countywide distribution of households in that category from the
12 most recent decennial United States census.

13 (e) For purposes of this section, “household income levels” are
14 as determined by the department as of the most recent decennial
15 census pursuant to the following code sections:

16 (1) Very low incomes as defined by Section 50105 of the Health
17 and Safety Code.

18 (2) Lower incomes, as defined by Section 50079.5 of the Health
19 and Safety Code.

20 (3) Moderate incomes, as defined by Section 50093 of the Health
21 and Safety Code.

22 (4) Above moderate incomes are those exceeding the
23 moderate-income level of Section 50093 of the Health and Safety
24 Code.

25 (f) Notwithstanding any other provision of law, determinations
26 made by the department, a council of governments, or a city or
27 county pursuant to this section or Section 65584.01, 65584.02,
28 65584.03, 65584.04, 65584.05, 65584.06, 65584.07, or 65584.08
29 are exempt from the California Environmental Quality Act
30 (Division 13 (commencing with Section 21000) of the Public
31 Resources Code).

32 *SEC. 7. Section 65584.01 of the Government Code is amended*
33 *to read:*

34 65584.01. (a) For the fourth and subsequent revision of the
35 housing element pursuant to Section 65588, the department, in
36 consultation with each council of governments, where applicable,
37 shall determine the existing and projected need for housing *for an*
38 *eight-year period* for each region in the following manner:

39 (b) The department’s determination shall be based upon
40 population projections produced by the Department of Finance

1 and regional population forecasts used in preparing regional
2 transportation plans, in consultation with each council of
3 governments. If the total regional population forecast for the
4 planning period, developed by the council of governments and
5 used for the preparation of the regional transportation plan, is
6 within a range of 3 percent of the total regional population forecast
7 for the planning period over the same time period by the
8 Department of Finance, then the population forecast developed by
9 the council of governments shall be the basis from which the
10 department determines the existing and projected need for housing
11 in the region. If the difference between the total population growth
12 projected by the council of governments and the total population
13 growth projected for the region by the Department of Finance is
14 greater than 3 percent, then the department and the council of
15 governments shall meet to discuss variances in methodology used
16 for population projections and seek agreement on a population
17 projection for the region to be used as a basis for determining the
18 existing and projected housing need for the region. If no agreement
19 is reached, then the population projection for the region shall be
20 the population projection for the region prepared by the Department
21 of Finance as may be modified by the department as a result of
22 discussions with the council of governments.

23 (c) (1) At least 38 months prior to the scheduled revision
24 pursuant to Section 65588 and prior to developing the existing and
25 projected housing need for a region, the department shall meet and
26 consult with the council of governments regarding the assumptions
27 and methodology to be used by the department to determine the
28 region's housing needs. The council of governments shall provide
29 data assumptions from the council's projections, including, if
30 available, the following data for the region:

31 (A) Anticipated household growth associated with projected
32 population increases.

33 (B) Household size data and trends in household size.

34 (C) The rate of household formation, or headship rates, based
35 on age, gender, ethnicity, or other established demographic
36 measures.

37 (D) The vacancy rates in existing housing stock, and the vacancy
38 rates for healthy housing market functioning and regional mobility,
39 as well as housing replacement needs.

1 (E) Other characteristics of the composition of the projected
2 population.

3 (2) The department may accept or reject the information
4 provided by the council of governments or modify its own
5 assumptions or methodology based on this information. After
6 consultation with the council of governments, the department shall
7 make determinations in writing on the assumptions for each of the
8 factors listed in subparagraphs (A) to (E), inclusive, of paragraph
9 (1) and the methodology it shall use and shall provide these
10 determinations to the council of governments.

11 (d) (1) After consultation with the council of governments, the
12 department shall make a determination of the region's existing
13 and projected housing need based upon the assumptions and
14 methodology determined pursuant to subdivision (c). Within 30
15 days following notice of the determination from the department,
16 the council of governments may file an objection to the
17 department's determination of the region's existing and projected
18 housing need with the department.

19 (2) The objection shall be based on and substantiate either of
20 the following:

21 (A) The department failed to base its determination on the
22 population projection for the region established pursuant to
23 subdivision (b), and shall identify the population projection which
24 the council of governments believes should instead be used for the
25 determination and explain the basis for its rationale.

26 (B) The regional housing need determined by the department
27 is not a reasonable application of the methodology and assumptions
28 determined pursuant to subdivision (c). The objection shall include
29 a proposed alternative determination of its regional housing need
30 based upon the determinations made in subdivision (c), including
31 analysis of why the proposed alternative would be a more
32 reasonable application of the methodology and assumptions
33 determined pursuant to subdivision (c).

34 (3) If a council of governments files an objection pursuant to
35 this subdivision and includes with the objection a proposed
36 alternative determination of its regional housing need, it shall also
37 include documentation of its basis for the alternative determination.
38 Within 45 days of receiving an objection filed pursuant to this
39 section, the department shall consider the objection and make a
40 final written determination of the region's existing and projected

1 housing need that includes an explanation of the information upon
2 which the determination was made.

3 *SEC. 8. Section 65584.05 of the Government Code is amended*
4 *to read:*

5 65584.05. (a) At least one and one-half years prior to the
6 scheduled revision required by Section 65588, each council of
7 governments and delegate subregion, as applicable, shall distribute
8 a draft allocation of regional housing needs to each local
9 government in the region or subregion, where applicable, based
10 on the methodology adopted pursuant to Section 65584.04. The
11 draft allocation shall include the underlying data and methodology
12 on which the allocation is based. ~~It is the intent of the Legislature~~
13 ~~that the~~ *The draft allocation shall* be distributed prior to the
14 completion of the update of the applicable regional transportation
15 plan. The draft allocation shall distribute to localities and
16 subregions, if any, within the region the entire regional housing
17 need determined pursuant to Section 65584.01 or within
18 subregions, as applicable, the subregion's entire share of the
19 regional housing need determined pursuant to Section 65584.03.

20 (b) Within 60 days following receipt of the draft allocation, a
21 local government may request from the council of governments
22 or the delegate subregion, as applicable, a revision of its share of
23 the regional housing need in accordance with the factors described
24 in paragraphs (1) to (9), inclusive, of subdivision (d) of Section
25 65584.04, including any information submitted by the local
26 government to the council of governments pursuant to subdivision
27 (b) of that section. The request for a revised share shall be based
28 upon comparable data available for all affected jurisdictions and
29 accepted planning methodology, and supported by adequate
30 documentation.

31 (c) Within 60 days after the request submitted pursuant to
32 subdivision (b), the council of governments or delegate subregion,
33 as applicable, shall accept the proposed revision, modify its earlier
34 determination, or indicate, based upon the information and
35 methodology described in Section 65584.04, why the proposed
36 revision is inconsistent with the regional housing need.

37 (d) If the council of governments or delegate subregion, as
38 applicable, does not accept the proposed revised share or modify
39 the revised share to the satisfaction of the requesting party, the

1 local government, may appeal its draft allocation based upon either
2 or both of the following criteria:

3 (1) The council of governments or delegate subregion, as
4 applicable, failed to adequately consider the information submitted
5 pursuant to subdivision (b) of Section 65584.04, or a significant
6 and unforeseen change in circumstances has occurred in the local
7 jurisdiction that merits a revision of the information submitted
8 pursuant to that subdivision.

9 (2) The council of governments or delegate subregion, as
10 applicable, failed to determine its share of the regional housing
11 need in accordance with the information described in, and the
12 methodology established pursuant to Section 65584.04.

13 (e) The council of governments or delegate subregion, as
14 applicable, shall conduct public hearings to hear all appeals within
15 60 days of the date established to file appeals. The local
16 government shall be notified within 10 days by certified mail,
17 return receipt requested, of at least one public hearing on its appeal.
18 The date of the hearing shall be at least 30 days and not more than
19 35 days from the date of the notification. Before taking action on
20 an appeal, the council of governments or delegate subregion, as
21 applicable, shall consider all comments, recommendations, and
22 available data based on accepted planning methodologies submitted
23 by the appellant. The final action of the council of governments
24 or delegate subregion, as applicable, on an appeal shall be in
25 writing and shall include information and other evidence explaining
26 how its action is consistent with this article. The final action on
27 an appeal may require the council of governments or delegate
28 subregion, as applicable, to adjust the allocation of a local
29 government that is not the subject of an appeal.

30 (f) The council of governments or delegate subregion, as
31 applicable, shall issue a proposed final allocation within 45 days
32 of the completion of the 60-day period for hearing appeals. The
33 proposed final allocation plan shall include responses to all
34 comments received on the proposed draft allocation and reasons
35 for any significant revisions included in the final allocation.

36 (g) In the proposed final allocation plan, the council of
37 governments or delegate subregion, as applicable, shall adjust
38 allocations to local governments based upon the results of the
39 appeals process specified in this section. If the adjustments total
40 7 percent or less of the regional housing need determined pursuant

1 to Section 65584.01, or, as applicable, total 7 percent or less of
2 the subregion’s share of the regional housing need as determined
3 pursuant to Section 65584.03, then the council of governments or
4 delegate subregion, as applicable, shall distribute the adjustments
5 proportionally to all local governments. If the adjustments total
6 more than 7 percent of the regional housing need, then the council
7 of governments or delegate subregion, as applicable, shall develop
8 a methodology to distribute the amount greater than the 7 percent
9 to local governments. In no event shall the total distribution of
10 housing need equal less than the regional housing need, as
11 determined pursuant to Section 65584.01, nor shall the subregional
12 distribution of housing need equal less than its share of the regional
13 housing need as determined pursuant to Section 65584.03. Two
14 or more local governments may agree to an alternate distribution
15 of appealed housing allocations between the affected local
16 governments. If two or more local governments agree to an
17 alternative distribution of appealed housing allocations that
18 maintains the total housing need originally assigned to these
19 communities, then the council of governments shall include the
20 alternative distribution in the final allocation plan.

21 (h) Within 45 days of the issuance of the proposed final
22 allocation plan by the council of governments and each delegate
23 subregion, as applicable, the council of governments shall hold a
24 public hearing to adopt a final allocation plan. To the extent that
25 the final allocation plan fully allocates the regional share of
26 statewide housing need, as determined pursuant to Section
27 65584.01, the council of governments shall have final authority
28 to determine the distribution of the region’s existing and projected
29 housing need as determined pursuant to Section 65584.01. Within
30 60 days of adoption by the council of governments, the department
31 shall determine whether or not the final allocation plan is consistent
32 with the existing and projected housing need for the region, as
33 determined pursuant to Section 65584.01. The department may
34 revise the determination of the council of governments if necessary
35 to obtain this consistency.

36 (i) Any authority of the council of governments to review and
37 revise the share of a city or county of the regional housing need
38 under this section shall not constitute authority to revise, approve,
39 or disapprove the manner in which the share of the city or county

1 of the regional housing need is implemented through its housing
2 program.

3 *SEC. 9. No reimbursement is required by this act pursuant to*
4 *Section 6 of Article XIII B of the California Constitution because*
5 *a local agency or school district has the authority to levy service*
6 *charges, fees, or assessments sufficient to pay for the program or*
7 *level of service mandated by this act, within the meaning of Section*
8 *17556 of the Government Code.*

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**All matter omitted in this version of the bill
appears in the bill as amended in Assembly,
June 25, 2007 (JR11)**

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SB 303
Page 1

Date of Hearing: June 23, 2008

ASSEMBLY COMMITTEE ON TRANSPORTATION
Mark DeSaulnier, Chair
SB 303 (Ducheny) - As Amended: June 9, 2008

SENATE VOTE : Vote not relevant

SUBJECT : Local government: land use planning.

SUMMARY : Requires transportation agencies to develop an initial planning scenario and an alternative planning scenario, requires submittal of the scenarios to the California Air Resources Board (ARB) to determine compliance with the goals of the Global Warming Solutions Act of 2006 (AB 32 (Nunez and Pavley) Chapter 488, Statutes of 2006), and makes other conforming changes to local government and transportation agency plans for transportation, housing, and land use. Specifically, this bill :

- 1) Requires a county transportation commission or the multicounty designated transportation planning agency to prepare an initial planning scenario (IPS) in the regional transportation plan (RTP) to project land use and development patterns, provide for sufficient housing, and establish a regional greenhouse gas emission (GHG) target by projecting the Land Use-Transportation Carbon Footprint (LUTCF). Requires the Los Angeles, Orange, Riverside, or San Bernardino County transportation commissions to prepare the IPS or contract out the preparation with the regional transportation planning agency.
- 2) Makes preparation of an alternate planning scenario (APS) mandatory for transportation agencies with a population that exceeds 200,000 persons and requires the APS to project a LUTCF that is less than that associated with the IPS. Currently, an APS is authorized but not mandated to be prepared by each transportation planning area of over 200,000 persons.
- 3) Defines LUTCF as the region's per capita or per household carbon emissions calculated using a methodology that measures the carbon equivalent of GHG emissions from personal and freight transportation and residential energy use and direct fuel consumption.

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SB 303
Page 2

- 4) Requires APS to project a land use and development pattern, provide for sufficient housing, and rely on the same planning projections and assumptions as used to develop the IPS. Requires APS to consider a range of growth patterns with different emphases, including accommodating growth in master planned communities, accommodating growth in exurban areas outside existing urban centers, accommodating growth in suburban areas near urban areas, and growth in urban areas.
- 5) Requires the transportation planning agency, during the stakeholder process, in developing the APS, to also consider the general plans of the cities and counties within the region, spheres of influence for each city, and the most recent municipal service reviews completed by the local agency formation commissions within the planning area.
- 6) Allows both the IPS and APS to designate the approximate boundaries of potential Transportation Infill Areas (TIAs) within the region that could be developed at significantly higher densities to increase the efficiency of the transportation network.
- 7) Requires APS to be included in a report that also evaluates (in addition to requirements in current law):
 - a) The sources of funding for the required improvements;
 - b) The capacity of existing infrastructure for water supply, wastewater transport and treatment, solid waste disposal, and other utilities to accommodate any increase in densities envisioned under the APS, and increases, upgrades, or retrofit actions necessary to establish sufficient capacity for the envisioned uses; and,
 - c) Quantification of the reduction in LUTCF forecasted to be achieved by APS as compared to IPS.
- 8) Expands public participation requirements for the development of the IPS and APS including outreach for a broad range of stakeholder groups and public workshops using urban simulation computer modeling.
- 9) Expands procedural requirements for the development of the IPS and APS including timelines for preparation and circulation of

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the draft RTP and public commenting periods:

- 10) Allows a city or county to create TIAs in areas designated as potential transportation infill areas in the RTP and requires the TIA to include the following:
 - a) A reasonable description of the specific boundaries of the TIA within the jurisdiction;
 - b) Zoning that plans for the construction of at least 500 new dwelling units in addition to commercial, retail, office, or other uses that are compatible with residential development located within a transit corridor; and,
 - c) Minimum zoning and density standards that establish average residential densities of at least 30 units per acre in residential areas and an average floor area ratio of 2.0 in commercial areas.
- 11) Specifies that provisions of density bonus law do not apply to TIAs.
- 12) Specifies that if a project located in a TIA is consistent with the designation, density, and building intensity specified under the planning scenario, then the project is not required to describe or discuss potential project specific or cumulative growth inducing effects, alternatives, or effects related to GHG emissions or climate change, pursuant to compliance with the California Environmental Quality Act (CEQA).
- 13) Requires the submittal of the IPS and APS to ARB for its review and assessment of whether the scenarios will inhibit the state from achieving its goals under the California Global Warming Solutions Act of 2006.
- 14) Requires ARB to hold a public hearing and issue a written report on the IPS and APS and requires ARB to make one of the following determinations regarding the IPS and APS:
 - a) Both the IPS and APS comply with the AB 32 goals, and therefore the transportation agency may adopt either one as the planning scenario for the RTP.
 - b) The IPS inhibits the AB 32 goals, but the APS does not;

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SB 303
Page 4

therefore the transportation agency must adopt the APS as the planning scenario for the RTP.

- c) Both the IPS and APS inhibit the goals of AB 32. If ARB makes this determination, ARB's report must include proposed modifications to APS that will make the APS comply with AB 32 goals. The transportation agency must adopt the APS with the modifications unless the transportation agency determines that the proposed modifications would:
- i) Prevent the region from meeting its medium- or long-term housing need; or
 - ii) Cause the planning scenario to be inconsistent with applicable federal requirements.
- 15) Allows, if the transportation agency makes either of the determinations listed in i) or ii), the APS is to be adopted without modifications.
- 16) Provides that ARB's review of the IPS and APS constitutes exclusive compliance for the land use sector as defined in AB 32.
- 17) Prohibits ARB from making land use, zoning, or building intensity determinations.
- 18) Protects specified transportation projects and voter approved measures from compliance with the new procedures in this bill.
- 19) Defines "medium-term housing need" as the region's existing and projected housing need determined through the regional housing need allocation (RHNA) process.
- 20) Requires cities and counties, through the housing element in the general plan, to quantify objectives for housing over an eight-year period.
- 21) Requires zoning for RHNA to be completed and in effect no later than three years after the due date for adopting the final housing element.
- 22) Requires the Department of Housing & Community Development (HCD), for the fourth and subsequent revisions of the housing

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SB 303
Page 5

element, to determine the existing and projected need for housing for an eight-year period for each region.

23) Requires HCD, in consultation with each council of governments to determine each region's existing and projected housing need at least three years prior to the scheduled revision. Requires HCD to meet with the council of governments at least 38 months prior to the scheduled revision.

24) Specifies that no state reimbursement is required because local agencies have the authority to levy service charges, fees, or assessments which are sufficient to pay for the levels of services mandated by this bill.

EXISTING LAW

1) Requires transportation planning agencies to adopt and submit an updated RTP to the California Transportation Commission (CTC) and the Department of Transportation every four years. The RTPs are to reflect the mobility goals and objectives of the region and be directed at achieving a coordinated and balanced regional transportation system including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. RTP must contain a policy element, an action element, and a financial element. Requires, prior to the adoption of RTP, a public hearing to be held after giving notice to the public.

2) Authorizes each transportation planning agency with a population of over 200,000 persons to prepare an APS for presentation to local officials, agency board members and the public during the development of RTP.

3) Provides that the APS be developed in collaboration with a broad range of public and private stakeholders and requires APS to consider increasing housing and commercial development around transit facilities, encouraging public transit usage, promoting a more efficient use of current and future job sites, and encouraging brownfield development.

4) Sets a statewide GHG emission limit that would reduce emissions by 25% by 2020, directs ARB to develop a regulatory framework of emission reduction measures.

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SB 303
Page 6

- 5) Requires cities and counties, separately as part of their general plan, to adopt a housing element consisting of an identification and analysis of existing and projected housing needs.
- 6) Requires HCD, for the fourth and subsequent revisions of the housing element, to determine the existing and projected need for housing for a five-year period for each region.
- 7) Requires HCD, in consultation with each council of governments to determine each region's existing and projected housing need at least two years prior to the scheduled revision. Requires HCD to meet with the council of governments at least 26 months prior to the scheduled revision.
- 8) Authorizes a city or county to designate an infill opportunity zone that must be consistent with any general plan and specific plan.
- 9) Exempts a residential project, not exceeding 100 units, with a minimum residential density of 20 units per acre and within one-half mile of a transit stop, on an infill site in an urbanized area, if certain other conditions are met, from the requirements of CEQA.

FISCAL EFFECT : Unknown

COMMENTS :

Purpose : The author indicates that this bill provides to the various regions of California a planning pathway with more efficient land use patterns to reduce greenhouse gas emissions, better way to achieve mandated air quality and regional transportation planning requirements, and increased certainty that adequate housing for all will be built in the appropriate areas where communities plan for it.

Planning scenarios : This bill requires submittal of two reports to ARB - an IPS and an APS of which APS is tasked with being the smart growth alternative. Both scenarios are required to establish a per capita or per household LUTCF emissions number, which is the methodology consistent with the emerging consensus in recent reports done by the Brookings Institute and Harvard. However, this bill only specifies that the LUTCF number in the

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SB 303

Page 7

APS needs to be less than the LUTCF number in the IPS and does not mention a specific percentage of reduction between the two planning scenarios. An alternative approach would be to require ARB, in consultation with local agencies, to develop GHG emissions target for each major region, with the transportation agency providing an annual report on the progress of the region.

This, in conjunction with a phased-in implementation period, may provide local agencies the flexibility needed to implement major land use planning changes to deal with climate change, but additionally aid the state in reaching its goal of carbon emissions reductions.

Regional transportation plans : An RTP is a required document and serves as the basis for the receipt of state and federal transportation funds. CTC cannot program projects that are not identified in the RTP. RTPs have three elements: a) a policy element, b) an action element, and c) a fiscal element. This bill adds a section into the RTP statute to require transportation planning agencies to develop an IPS. Adding the IPS to this section of law is problematic and could effectively tie up the approval of a metropolitan planning organization's (MPO) plan, since the IPS would have to go through review and approval through ARB. The end result is that funding proposed to be received pursuant to RTP may be compromised or lost altogether. The Assembly Local Government Committee approved an amendment to rectify this matter and to move the IPS requirement to Government Code Section 65080.3 where the APS language exists in current law. This committee will be adopting that amendment today.

Alignment of RHNA and RTP schedules : This bill attempts to synchronize the RHNA and RTP process by aligning an eight-year RHNA cycle with two RTP cycles of four years each. However, the language currently in the bill is very subtle and doesn't go far enough to link the two cycles together in a meaningful way. The Assembly Local Government Committee approved an amendment to align the two schedules. This committee will be adopting that amendment today.

Definition of "long-term housing need" : This bill requires both of the planning scenarios to provide for sufficient housing with the region to accommodate both the medium- and long-term housing need. "Medium-term housing need" is defined in the bill, but "long-term housing need" is not defined, leaving an ambiguity as to whether long-term housing would be the housing projected over

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SB 303

Page 8

the life of the RTP or the region's blueprint. The Assembly Local Government Committee approved an amendment to clarify the definition of "long-term housing need." This committee will be adopting that amendment today.

Transportation infill areas in the regional transportation plans : This bill allows for the creation of TIAs in planning scenarios. The benefit of creating a TIA comes two-fold for cities and counties: first, density bonus law will not apply to projects located in a TIA, and second, it allows projects within a TIA to forego some of the environmental review process by not requiring a discussion of potential growth inducing effects, alternatives, or effects related to GHG emissions. The bill specifies that a TIA must meet certain requirements to get density bonus and CEQA relief which include minimum zoning and density standards of at least 30 units per acre in residential areas and an average floor area ratio of 2.0 in commercial areas. The 30 units per acre threshold is a reference to the "Mullin densities" for metropolitan jurisdictions (Mullin densities were established to recognize certain densities in various jurisdictions that would be sufficient to accommodate affordable housing). There is a valid question as to whether the one-size-fits-all density of 30 units per acre is high enough to justify the benefits received by cities and counties from creation of a TIA. Higher densities are possible and may be desirable in denser urban areas like San Francisco. The author, during this bill's hearing in Assembly Local Government Committee, committed to working on language to define density requirements based on the size and type of jurisdiction. However, the revisions will not be adopted in this committee today.

Local government representation : Transportation planning agencies throughout California have boards that are constituted differently. For example, the San Diego Association of Governments is governed by a board of directors composed of mayors, councilmembers, and county supervisors from each of the region's 19 local governments, which ensures that each member agency has voting rights. However, there are other agencies like the Association of Bay Area Governments and the Southern California Association of Governments that do not have this equal representative form of voting with each member local agency represented. For agencies that do not have representation from all local governments, this means that additional requirements for public participation should be

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SB 303
Page 9

included in this process to ensure that all localities are given the opportunity to participate in the public process if they do not have a seat at the table. The author, during the Assembly Local Government Committee hearing, committed to adding language into SB 303 to address this problem. However, the revisions will not be adopted in this committee today.

SB 375 conflicts/alignment : This bill provides an alternative to the regional blueprint planning provisions of SB 375 (Steinberg-2007), that was approved by this committee. SB 375 proposes that the larger regional transportation planning agencies use the more sophisticated transportation planning models for the purpose of creating "preferred growth scenarios" in their RTPs that limit GHG emissions. This bill focuses away from the broader "blueprint" regional planning as envisioned by SB 375 and instead takes an approach using the basic city and county general plan structure without any profound fundamental shifts. The committee may need to determine which course (or bill) they desire to take.

Arguments in support : The California Major Builders Council, co-sponsor of this bill, indicates that SB 303 aims to ensure that housing is built in the locations that promote the goals of the regional plan. The bill seeks to accomplish this by:

- a) Allowing individual projects that are consistent with the RTP to rely on the environmental impact report (EIR) prepared during the RTP process, rather than requiring the project to go through its own EIR process;
- b) Requiring cities and counties to zone land to accommodate their RHNA obligations within three years of the deadline for updating the housing element; and,
- c) Increasing the housing element period to eight years so that the assumption for transportation planning and housing needs work together.

Further, the California Building Industry Association, co-sponsor of this bill, writing in support of the bill, indicates that this bill provides to the various regions of California a planning pathway that effectively links federally-mandated air quality and regional transportation planning requirements, with state mandated housing obligations and local - city/ county -- land use planning in a way that

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SB 303
Page 10

achieves greater housing, jobs, transportation efficiencies and produces quantifiable greenhouse gas reductions.

Arguments in opposition : Writing in opposition to this bill, the American Planning Association California Chapter indicates that the bill "requires the RTP to be submitted to ARB and authorizes ARB for the first time to challenge or amend those plans. ARB should set regional targets for GHG emission reductions. However, ARB does not have the expertise or knowledge of local and regional circumstances or the RTP process, nor does it have land use authority, that would suggest that ARB should be granted broad authority to modify RTPs or the strategies used by the regions to meet those reduction targets."

Several environmental groups in opposition indicate that this bill "revises the content of regional transportation plans in a way that, unfortunately, goes in the opposite direction of policies that we support to reduce greenhouse gas emissions, traffic congestion and urban sprawl and to ensure adequate housing for all economic sectors within a region."

Committee amendments : The proposed amendments, approved in the Assembly Local Government Committee, to be adopted in the Assembly Transportation Committee today, do the following:

- 1) Shift the IPS language out of Section 65080 of the Government Code and into Section 65080.3 of that code.
- 2) More explicitly align the RHNA and RTP timelines.
- 3) Provide technical clean-up to incorrect wording and code sections.

REGISTERED SUPPORT / OPPOSITION :

Support

California Building Industry Association (co-sponsor)
California Major Builders Coun

Opposition

American Lung Association of California

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SB 303
Page 11.

American Planning Association California Chapter (unless amended)
California League of Conservation Voters
California State Association of Counties (unless amended)
City of Costa Mesa
Clean Water Action
Coalition for Clean Air
Defenders of Wildlife
League of California Cities (unless amended)
National Parks Conservation Association
Natural Resources Defense Council
Planning and Conservation League
Regional Council of Rural Counties (unless amended)
Residents of Pico Rivera for Environmental Justice
Rural Council of Rural Counties
Sacramento Area Council of Governments
Sierra Club California

Analysis Prepared by : Ed Imai / TRANS. / (916) 319-2093

AMENDED IN SENATE APRIL 7, 2008

SENATE BILL

No. 1422

Introduced by Senator LowenthalFebruary 21, 2008

~~An act to amend Section 185034 of the Public Utilities Code, relating to transportation. An act to amend Section 10107 of the Public Contract Code, relating to public contracts.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 1422, as amended, Lowenthal. High-Speed Rail Authority.

Existing law creates the High-Speed Rail Authority, with a board of 9 members, with specified powers and duties relative to the development and implementation of a high-speed train system. ~~Among other things, the authority is authorized to keep the public informed of its activities.~~

~~This bill would additionally provide that the authority may keep the Secretary of Business, Transportation and Housing informed of its activities.~~

Existing public contracts law provides that whenever provision is made by law for any project that is not under the jurisdiction of specified state agencies, the project shall be under the jurisdiction of the Department of Transportation.

This bill would provide similar jurisdiction to the Department of Transportation whenever no provision is made by law for any project that is not under the jurisdiction of the High-Speed Rail Authority.

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

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

1 SECTION 1. Section 10107 of the Public Contract Code is
2 amended to read:

3 10107. Whenever provision is made by law for any project
4 which that is not under the jurisdiction of the Department of Water
5 Resources, the Department of Boating and Waterways pursuant
6 to Article 2.5 (commencing with Section 65) of Chapter 2 of
7 Division 1 of the Harbors and Navigation Code, the Department
8 of Corrections *and Rehabilitation* pursuant to Chapter 11
9 (commencing with Section 7000) of Title 7 of Part 3 of the Penal
10 Code, *the California High Speed Rail Authority*, or the Department
11 of General Services, the project shall be under the sole charge and
12 direct control of the Department of Transportation.

13 SECTION 1. ~~Section 185034 of the Public Utilities Code is~~
14 amended to read:

15 185034. ~~The authority may do any of the following:~~

16 ~~(1) Conduct engineering and other studies related to the selection~~
17 ~~and acquisition of rights-of-way and the selection of a franchisee,~~
18 ~~including, but not limited to, environmental impact studies,~~
19 ~~socioeconomic impact studies, and financial feasibility studies.~~

20 ~~(2) Evaluate alternative high-speed rail technologies, systems~~
21 ~~and operators, and select an appropriate high-speed rail system.~~

22 ~~(3) Establish criteria for the award of a franchise.~~

23 ~~(4) Accept grants, fees, and allocations from the state, from~~
24 ~~political subdivisions of the state or from the federal government,~~
25 ~~foreign governments, and private sources.~~

26 ~~(5) Select a proposed franchisee, a proposed route, and proposed~~
27 ~~terminal sites.~~

28 ~~(6) Enter into contracts with public and private entities for the~~
29 ~~preparation of the plan.~~

30 ~~(7) Prepare a detailed financing plan, including any necessary~~
31 ~~taxes, fees, or bonds to pay for the construction of the high-speed~~
32 ~~train network.~~

33 ~~(8) Develop a proposed high-speed rail financial plan, including~~
34 ~~necessary taxes, bonds, or both, or other indebtedness, and submit~~
35 ~~the plan to the Legislature and to the Governor.~~

- 1 ~~(9) Keep the public and the Secretary of Business,~~
- 2 ~~Transportation and Housing informed of its activities.~~

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SB 1422
Page 1

Date of Hearing: June 23, 2008

ASSEMBLY COMMITTEE ON TRANSPORTATION
Mark DeSaulnier, Chair
SB 1422 (Lowenthal) - As Amended: April 7, 2008

SENATE VOTE : 24-12

SUBJECT : California High-Speed Rail Authority

SUMMARY : Provides an exemption, pertaining to public works contracts undertaken by state agencies, to the California High-Speed Rail Authority (HSRA) allowing HSRA, rather than the California Department of Transportation (Caltrans), to award contracts for constructing a high-speed rail passenger project in the state.

EXISTING LAW :

- 1) Establishes HSRA to develop high-speed rail passenger service within the state. Upon approval by the Legislature, by the enactment of a statute, or approval by the voters of a financial plan providing the necessary funding for the construction of a high-speed network, authorizes HSRA to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. Authorizes the contracts to be separated into individual tasks or segments, including a design-build or design-build-operate contract. Authorizes cooperative or joint development agreements with local governments or private entities.
- 2) Requires all state contracts for public works to be under the charge and direct control of Caltrans, unless there is a specific exemption. Public works projects developed by the Department of Water Resources, the Department of Boating and Waterways, the Department of Corrections and Rehabilitation, and the Department of General Services are exempt from being under the control of Caltrans.

FISCAL EFFECT : Unknown

COMMENTS : This upcoming November, the statewide voters will be asked to approve the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Act). The Act would provide for the issuance of \$9.95 billion of general obligation bonds, \$9

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SB 1422
Page 2

billion of which would be available in conjunction with any available federal funds for planning and construction of a high-speed train system pursuant to the business plan of HSRA, and \$950 million of which would be available for capital projects on other intercity passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines.

According to HSRA, the cost to build the 800-mile system is estimated to be about \$40 billion. Once built, the system will not require operating subsidies and will generate \$1 billion in annual profits.

HSRA is actively pursuing a multi-track financing strategy for the planning, design and construction phases of the project, including three tiers: state and local funding, federal funding and "P3"- public-private partnerships.

Although HSRA has authority to enter into contracts for developing the high-speed rail project, subject to certain approvals, there is some ambiguity in current law relative to the exclusive control of public works contracts by Caltrans, unless there is a specific exemption. This bill provides that specific exemption and, accordingly, removes the ambiguity in law.

State agency exemptions : Some state agencies that develop public works projects have a specific exemption in statute that allows them to expend and develop their projects, exclusive of any involvement by Caltrans. Public works projects developed by those departments, as identified in the preceding "Existing Law" section, are exempt from being under the control of Caltrans. It should be noted that the exclusion does not exempt any of these entities (or HSRA) from adhering to the requirements of statute and regulations governing contracting by state agencies.

Oversight hearings : The Senate Transportation and Housing Committee reviewed the HSRA program through the conduct of oversight hearings this past December and January. That committee found that the high-speed rail project "is not a conventional public works project constructed with pay-as-you-go funding or by relying exclusively on public debt financing. Instead, HSRA is offering California's voters a business proposition. Should the voters approve the \$10 billion measure

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on November's ballot, HSRA is counting on the bond revenues and future federal funds to attract a substantial amount of private capital. HSRA's underlying assumption is that the demand for high-speed rail in California is so strong that it will attract a private consortium with the resources to design, construct, finance, and operate the high-speed project under the terms of a long term franchise.

Related bill : AB 3034 (Galgiani-2008) makes several revisions to the high-speed rail bond measure that will be on the November 2008 ballot. An urgency measure, that bill is awaiting a hearing in the Senate Transportation and Housing Committee.

REGISTERED SUPPORT / OPPOSITION :

Support

None on file

Opposition

None on file

Analysis Prepared by : Ed Imai / TRANS. / (916) 319-2093

AMENDED IN SENATE APRIL 23, 2008

SENATE BILL

No. 1429

Introduced by Senator Perata

February 21, 2008

An act to amend Section 30915 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1429, as amended, Perata. Bay Area state-owned toll bridges.

Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the 7 state-owned toll bridges within the geographic jurisdiction of the commission.

Existing law provides for a uniform \$4 auto toll on those toll bridges, including \$1 resulting from voter-approved Regional Measure 2, revenues from which are allocated to transportation improvement projects identified along with project sponsors in a statutory expenditure plan. Existing law requires *the department and* project sponsors for these projects to seek supplemental funding from all other potential sources, including the State Highway Account and federal matching funds, *and to report to the authority in this regard.*

~~This bill would also require project sponsors to seek supplemental funding from state general obligation bond funds made available for transportation capital improvements~~ *provide that identification of the source of any state matching funds for the toll revenues is to be included in the information reported to the authority by the department and project sponsors, and that the authority may include this reported data*

in its Annual Report to the San Francisco Bay Area State Legislative Delegation.

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

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

1 SECTION 1. Section 30915 of the Streets and Highways Code
 2 is amended to read:
 3 30915. With respect to all construction and improvement
 4 projects specified in Sections 30913 and 30914, project sponsors
 5 and the department shall seek funding from all other potential
 6 sources, including, but not limited to, the State Highway Account,
 7 ~~state general obligation bond funds made available for~~
 8 ~~transportation capital improvements~~, and federal matching funds.
 9 The project sponsors and department shall report to the authority
 10 concerning the funds obtained ~~under this section~~ *from those other*
 11 *sources, including identification of the source of any state matching*
 12 *funds. The authority may include this reported data in its Annual*
 13 *Report to the San Francisco Bay Area State Legislative Delegation.*

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SB 1429
Page 1

Date of Hearing: June 23, 2008

ASSEMBLY COMMITTEE ON TRANSPORTATION
Mark DeSaulnier, Chair
SB 1429 (Perata) - As Amended: April 23, 2008

SENATE VOTE : 40-0

SUBJECT : Regional Measure 2: reporting requirements

SUMMARY : Clarifies reporting requirements for sponsors of Regional Measure 2 (RM2) projects to specify that they must identify and report to the Bay Area Toll Authority (BATA) information identifying the source of state matching funds for each project; allows BATA to include this information in its Annual Report to the San Francisco Bay Area State Legislative Delegation.

EXISTING LAW :

- 1) Provides for a \$1 toll increase for Bay Area bridges to fund a prescribed expenditure program for transportation in the Bay Area. The program is known as Regional Measure 2 (RM2).
- 2) Requires project sponsors for RM2 projects to seek funding from all other potential sources of funding and report to the Bay Area Toll Authority (BATA) regarding any other funds secured.

FISCAL EFFECT : Unknown

COMMENTS : In March 2004, voters in the seven Bay Area counties that have state-owned toll bridges--Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Solano--approved a \$1 toll increase authorized by SB 916 (Perata), Chapter 715, Statutes of 2003. This measure, referred to as RM2, raises approximately \$125 million annually. RM 2 identified specific projects that the toll revenue would fund. The projects are organized into three categories: new public transit facilities in bridge corridors, ferry terminals and other facilities to effectuate transit connectivity, and traffic bottleneck relief on highways in bridge corridors.

With the passage of Proposition 42 in 2002 and Proposition 1B in 2006, California has made billions of state transportation funds

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SB 1429
Page 2

available for transportation infrastructure projects. Both propositions require state funding to be matched by local or federal sources in order to fully fund projects.

According to the author, the intent of this bill is to clarify provisions in existing law that ensure project sponsors are identifying where state transportation funds are being used to match local funds for transportation.

REGISTERED SUPPORT / OPPOSITION :

Support

None on file

Opposition

None on file

Analysis Prepared by : Janet Dawson / TRANS. / (916) 319-2093

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DATE: June 26, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Committee Meeting Report

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). An overall purpose statement and goals have been adopted and membership on three steering committees has been appointed. The three STA Committees are Alternative Modes, Arterials, Highways and Freeways and Transit.

Discussion:

The first CTP Committee – Transit – met on May 19, 2008. The Alternative Modes committee met on June 18th, the Arterials, Highways and Freeways committee met on June 25th. The agenda for each meeting is included as Attachments A, B and C.

Two of the committees – Transit and Arterials, Highways and Freeways – reviewed and made recommendations on the draft Purpose Statement and Goals for their respective elements. The draft Transit element Purpose Statements and Goals, with the Committee amendments, is included as Attachment D. The draft Arterials, Highways and freeways element Purpose Statements and Goals, with the Committee amendments, is included as Attachment E. The Alternative Modes draft Purpose Statements and Goals, which has not been acted upon, is included as Attachment F.

The Transit Committee also recommended a minor change to the Transit Facilities of Regional Significance criteria by including the definitions of Transit Facilities and Regionally Significant. The revised criteria are included in Transit Element Goal 11.

The Alternative Modes Committee did not act upon the draft purpose Statement and Goals. The Committee members held a wide-ranging discussion regarding transportation choices, including driving alone, taking some form of transit, or walking or biking. Most Committee members felt that the current combination of high fuel prices and public concern about climate change has opened a window that will allow for agencies and individuals to make choices that allow us to move away from low-density development that requires automobiles for transportation, and towards more compact land uses and supporting infrastructure that accommodate transit and walk/bike trip choices. Several Committee members expressed support for directing STA funds only to those communities that have a land use plan that provides for higher densities and transit connectivity.

The Alternative Modes Committee has asked STA staff to bring in one or more speakers to discuss communities that have created successful alternative modes choices. The

Committee's next meeting is on July 23rd. The purpose statement and goals for the Alternative Modes Committee will be reconsidered at this meeting and brought to the STA Board for consideration.

The Committee meetings have raised a fundamental issue for the STA Board to decide: should the CTP update be substantially revised in order to redirect the agency's transportation investments away from traditional roadways and more towards transit and alternative modes facilities and supporting higher density land uses, in order to move travel behavior away from single occupant vehicles and towards transit and bike/pedestrian trips? STA staff believes that the current plan and organization of the CTP should not be fundamentally altered. However, the Board may wish to direct a stronger emphasis be placed on goals, projects and programs that advance moving travel behavior away from single occupant vehicles and towards transit and bike/pedestrian trips.

The next committee meetings for the Transit and Arterials, Highways and Freeways committees are planned for September, and will begin to review some of the subsidiary studies, and individual policies and performance measures.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Adopt the Purpose Statement and Goals for the Transit Element included as Attachment D; and
2. Adopt the Purpose Statement and Goals for the Arterials, Highways and Freeways Element included as Attachment E.

Attachments:

- A. Transit Committee Agenda for May 19, 2008
- B. Transit Committee Purpose Statements and Goals
- C. Alternative Modes Agenda for June 18, 2008
- D. Arterials, Highways and Freeways Agenda for June 25, 2008
- E. Arterials, Highways and Freeways Purpose Statement and Goals



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

**Transit Element
Committee Meeting Agenda
May 19, 2008 – 2:00 – 3:30 p.m.
Location: Solano Transportation Authority
One Harbor Center, Suisun City**

Members:

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

<u>ITEM</u>	<u>BOARD/STAFF PERSON</u>
I. CALL TO ORDER – SELF INTRODUCTIONS –	Mary Ann Courville, Chair
II. COMMITTEE VICE-CHAIRPERSON APPOINTMENT	Mary Ann Courville, Chair
III. APPROVAL OF AGENDA	
IV. INFORMATIONAL ITEMS	
A. CTP History and Organization Pg. 1	Robert Macaulay, STA
B. Summary of the 2005 Transit Element	Elizabeth Richards, STA
C. Commute and Transit Statistics Pg. 7	Robert Macaulay, STA
V. ACTION ITEMS	
A. Transit Element Goals and Objectives <u>Recommendation:</u> <i>Forward recommendation to the STA Board to adopt the Transit Element Purpose Statement and Goals for the Solano Comprehensive Transportation Plan as shown in Attachment A.</i> Pg. 11	Robert Macaulay, STA
B. Transit Element Vector Chart <i>Participate in a process to develop a “vector chart” identifying factors supporting and resisting achievement of Transit Element Goals.</i> Pg. 17	Robert Macaulay, STA

C. Transit Facilities of Regional Significance

Robert Macaulay, STA

Recommendation:

Issue an invitation to the STA member agencies and Solano County transit providers to submit proposed Transit Facilities of Regional Significance, based upon the adopted criteria.

Pg. 19

VI. NEXT MEETING

Mary Ann Courville, Chair

- A. Establish date and agenda for next Committee meeting.

VII. ADJOURNMENT

Mary Ann Courville, Chair

Transit Element

Purpose Statement and Goals

COMPREHENSIVE TRANSPORTATION PLAN

PURPOSE STATEMENT: The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Transit element

Purpose Statement: Identify mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP and the Transit Element of the Solano CTP, the following goals are established:

- 1) Identify transit and rideshare facilities and policies that are primarily public, while leaving room for private providers to operate.
- 2) Focus regional and county-wide transit resources on a mass transit system that provides access to regionally significant employment and population centers and civic amenities.
 - a) Include facilities and programs that directly support Transit Oriented Development projects, including Transportation for Livable Community projects and Priority Development Areas.
- 3) Promote a coordinated mass transit system that allows patrons of local transit systems to easily and conveniently connect to regional transit systems.
- 4) Make investment decisions that leverage relationships with regional mass transit providers, including the Capitol Corridor Joint Powers Authority and the Vallejo/Baylink ferry system/Water Emergency Transit Authority.
- 5) Develop and implement programs to coordinate and consolidate the provision of interregional, intercity and local transit services.
 - a) Study options for coordination and consolidation of local transit services. Where local transit services are not consolidated, they should be coordinated spatially and temporally with intercity

transit.

- 6) Continue to build upon Solano resident's high rate of carpool and vanpool participation by identifying convenient park and ride lot locations, constructing park and ride lots, and implementing a High Occupancy Vehicle system on major freeways.
 - a) Continue to provide innovative rideshare services through Solano-Napa Commuter Information.
 - b) Increase the inventory of park and ride spaces by at least 25% by 2015.
 - c) Construct park and ride lots in areas that are not currently served: Rio Vista, Benicia and Dixon.

- 7) Provide services that create mobility for senior and disabled riders.
 - a) Update Solano County Senior and Disabled Transportation Study and develop implementation plan.
 - b) To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act and other paratransit services countywide and alternative delivery options.
 - c) Utilize the Paratransit Coordinating Council as a venue to guide the identification, development, and evaluation of the effective senior and disabled transit and other mobility programs.

- 8) Identify and implement transit and transportation priorities of low-income population through Community-Based Transportation Plans.

- 9) Develop and implement a program to reduce the air emissions of transit vehicles
 - a) Develop a countywide alternative fuel transit vehicle and facilities plan to reduce fuel costs and assist with operators' compliance with California Air Resources Board (CARB) regulations.
 - b) Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clear transit vehicles.

- 10) Increase the transit mode share to 8% of peak hour trips by 2015.
 - a) Develop and implement programs, services, and policies that increase transit ridership and mode share by making transit more convenient and attractive.

- 11) Develop criteria for Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles. "Regional Significant" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Transit Facilities of Regional Significance are:
 - a) All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
 - b) All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
 - c) Bus stations providing all of the following services:

- i) Routes to destinations outside Solano County or between two or more cities in Solano County
 - ii) Peak hour headways of 1 hour or less
 - d) Maintenance and parking facilities for busses providing services identified in 1, 2 or 3 above.
 - e) Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.
- 12) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.
- 13) Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.
- 14) Develop a strategy to reduce accidents and injuries in the vicinity of significant transit facilities.
- a) Quantify, and periodically update, accident statistics for roads, trails and intersections within ¼ mile of Transit Facilities of Regional Significance.
 - b) Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan.
- 15) Provide decision-makers with timely, accurate and sufficient information to make service and investment decisions
- a) Ensure that transit corridor studies are conducted and kept up-to-date for all major transit corridors, including I-80/I-680/I-780, SR 12 and SR 29.
 - b) Conduct countywide ridership surveys every three years.

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Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Alternative Modes Subcommittee Meeting Agenda

**Wednesday, June 18, 2008
3:00 – 4:30 p.m.**

**STA Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585**

ITEM

BOARD/STAFF PERSON

- | | |
|---|------------------------------------|
| <p>I. CALL TO ORDER – SELF INTRODUCTIONS
(3:00 p.m.)</p> | <p>Jim Spering, Chair</p> |
| <p>II. COMMITTEE VICE CHAIRPERSON APPOINTMENT
(3:05 p.m.)</p> | <p>Jim Spering, Chair</p> |
| <p>III. APPROVAL OF AGENDA
(3:08 p.m.)</p> | <p>Jim Spering, Chair</p> |
| <p>IV. INFORMATIONAL ITEMS</p> | |
| <p>A. CTP History and Organization
(3:10 – 3:15 p.m.)</p> | <p>Robert Macaulay, STA</p> |
| <p>B. Summary of the 2005 Alternative Modes Element
(3:15 – 3:20 p.m.)</p> | <p>Sara Woo, STA</p> |
| <p>C. Multimodal Travel Statistics: Obstacles and Opportunities
(3:20 – 3:50 p.m.)</p> | <p>Robert Macaulay, STA</p> |
| <p>D. Alternative Modes Subsidiary Studies and Committee Meeting Schedule
(3:50 – 3:55 p.m.)</p> | <p>Sara Woo, STA</p> |

Alternative Modes Subcommittee Members

<u>Jim Spering</u> Chair County of Solano	<u>Alan Schwartzman</u> City of Benicia	<u>Jack Batchelor, Jr.</u> City of Dixon	<u>Chuck Timm</u> City of Fairfield	<u>Jan Vick</u> City of Rio Vista	<u>Steve Wilkins</u> City of Vacaville
<u>Tom Bartee</u> City of Vallejo	<u>Mike Segala</u> City of Suisun City	<u>J.B. Davis</u> Bicycle Advisory Committee	<u>Lynne Williams</u> Pedestrian Advisory Committee	<u>Ed Huestis</u> Technical Advisory Committee	

V. ACTION ITEMS

A. Alternative Modes Element Purpose Statement and Goals

Sara Woo, STA

Recommendation:

Forward recommendation to the STA Board to adopt the Alternative Modes Element Purpose Statement and Goals for the Solano Comprehensive Transportation Plan as shown in Attachment A.

(3:55 – 4:15 p.m.)

VI. NEXT MEETING

Jim Spering, Chair

(4:15 p.m.)

- A. Establish date and agenda for next Committee meeting
- B. Future agenda items/next steps

VII. ADJOURNMENT – 4:30 p.m.

Jim Spering, Chair

2008 TENTATIVE MEETING SCHEDULE

June 18, 2008

September 2008 (TBD)

December 2008 (TBD)

March 2009 (TBD)

Questions? Please contact STA Staff, Robert Macaulay at (707) 424-6075, rmacaulay@sta-snci.com



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

**Arterials, Highways, and Freeways Element
Committee Meeting Agenda
Wednesday, June 25, 2008
8:30-10:00 a.m.**

Members:

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

**Meeting Location: Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City 94585**

ITEM

BOARD/STAFF PERSON

- | | |
|--|---|
| <p>I. CALL TO ORDER – SELF INTRODUCTIONS
(1:00-1:05 p.m.)</p> <p>II. COMMITTEE VICE-CHAIRPERSON APPOINTMENT
(1:05-1:10 p.m.)</p> <p>III. APPROVAL OF JUNE 25, 2008 ARTERIALS, HIGHWAYS
AND FREEWAYS AGENDA
(1:10-1:15 p.m.)</p> <p>IV. INFORMATIONAL ITEMS</p> <p> 1. Solano County Comprehensive Transportation (CTP)
 Plan History and Organization.
 (1:15-1:25 p.m.)
 Pg 2</p> <p> 2. Summary of the 2005 Arterials, Highways, and
 Freeways Element
 (1:25-1:30 p.m.)
 Pg 7</p> <p> 3. Highway Studies and Projects Status
 (1:30-1:40 p.m.)
 Pg. 10</p> | <p>Len Augustine, Chair</p> <p>Len Augustine, Chair</p> <p>Len Augustine, Chair</p> <p>Robert Macaulay, STA</p> <p>Robert Guerrero, STA</p> <p>Janet Adams, STA</p> |
|--|---|

- 4. Solano County Travel Demand Model**
(1:40-1:50 p.m.)
Pg. 16

Robert Macaulay, STA

- 5. Committee Schedule and Subsidiary Plans**
(1:50-2:00 p.m.)
Pg. 18

Robert Guerrero, STA

V. ACTION ITEMS

- A. Arterials, Highways, and Freeways Element Goals and Objectives**

Robert Guerrero, STA

Recommendation:

Forward recommendation to the STA Board to adopt the Arterials, Highways, and Freeway Element Purpose Statement and Goals for the Solano Comprehensive Transportation Plan as shown in Attachment A.

(2:00-2:25 p.m.)

Pg. 21

VI. NEXT MEETING DATE

Len Augustine, Chair

(2:25 p.m.)

Establish date and agenda for next Committee meeting.

VII. ADJOURNMENT- 2:30 p.m.

Len Augustine, Chair

Arterials, Highways, and Freeways Element

Purpose Statement and Goals

OVERALL COMPREHENSIVE TRANSPORTATION PLAN PURPOSE STATEMENT:

The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Draft Arterials, Highways, and Freeways Element Purpose Statement: Identify existing and future safety, capacity, and enhancement needs for the major arterials, highways, and freeways in Solano County that serve inter-city and interregional travel.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Arterials, Highways, and Freeways Element of the overall purpose of the Solano CTP, the following goals are established:

- 1) Invest available funds in maintaining a minimum Pavement Conditions Index (PCI) of 63 on the STA's Routes of Regional Significance.
 - a. Advocate Caltrans to maintain a similar standard on state highways and interstate system.
- 2) Identify, prioritize, and implement safety improvements on Solano County's highway and freeways to reduce vehicle collisions and severe accidents below the statewide average for similar types of facilities.
- 3) Develop performance measures for funding and prioritizing arterials, highways, and freeway projects in Solano County.
- 4) Support funding improvements identified in the STA's Routes of Regional Significance to accommodate transit routes and bicycle and pedestrian facilities included in the Solano Countywide Bicycle and Pedestrian Plans that is consistent with MTC's Routine Accommodations for Non-Motorized Vehicles.
 - a. Encourage local agencies to adopt similar standards for local road systems not included in the STA's Routes of Regional Significance
- 5) Develop and maintain an arterials, highways and freeways system that facilitate and encourage carpool, vanpools and multi-modal transportation through the use of seamless High Occupancy Vehicle (HOV) lane network, connections to regionally significant transit facilities, and park and ride lots.
- 6) Update Solano County's Routes of Regional Significance to implement the STA's 50/50 policy*.

***50/50 Funding Policy commits STA to fund 50% of local interchange improvements and significant roadways that provide a local alternative to using state highway for travel between two cities.**

- 7) Prioritize roadway projects for available and future funding with the following criteria:
 - a. Project Deliverability
 - b. Safety improvements
 - c. Increased system efficiency
 - d. Capacity improvements
 - e. Goods movement enhancements
 - f. Air and Greenhouse gas emission reductions
 - g. Routes of Regional Significance

- 8) Prepare and maintain an up-to-date a travel demand model for Solano and Napa counties. The model should have the following characteristics:
 - a. Consistent with MTC requirements, including use of ABAG projections.
 - b. Use a future year adequate to meet Caltrans requirements.
 - c. Substantially revised after each decennial census, and updated with new ABAG projections.
 - d. Ensure traffic model provides information relevant to traffic congestion and air pollution reduction strategies.

- 9) Anticipate and fully mitigate arterial, highway, and freeway project's environmental impacts
 - a. Special emphasis should be given to a air emission and greenhouse gas reduction
 - b. Where appropriate, be consistent with the Solano County Habitat Conservation Plan's avoidance and mitigation measures.

- 10) Identify and prioritize Right of Way (ROW) needed to preserve to meet long-term traffic demands.

- 11) Identify and obtain potential funding sources to implement the Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan.



DATE: June 27, 2008
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
George Fink, Transit Manager for the City of Fairfield
RE: SolanoExpress Route 30 Service Change

Background:

Prior to 2000, STA contracted with Yolobus to operate Rt. 30. Fairfield and Suisun Transit (FAST) has operated Route 30 on behalf of the Solano Transportation Authority (STA) since 2000. Route 30 is included in the Intercity Transit Funding Agreement which coordinates the funding of intercity routes by pooling Transportation Development Act (TDA) funds from all local jurisdictions except Rio Vista.

Over the years, the STA has partnered with FAST to secure other funds for this route. These include Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District and Clean Air Funds from the Yolo Solano Air Quality Management District. Most recently, over \$200,000 Federal Section 5311 for Fiscal Year (FY) 2007-08 and FY 2008-09 was appropriated for Route 30.

Discussion:

Route 30 operates five roundtrips, Monday-Friday, between Fairfield and Sacramento with stops in Vacaville, Dixon, and Davis. In the fall 2007, Route 30 started experiencing full capacity in the morning stop in Dixon on the Sacramento express trip. FAST started supplementing the service by providing a back-up shuttle so no riders would be left behind. Ridership on this route has continued to steadily increase and FAST recently send out an over-the-road coach since the back-up shuttle bus started reaching full capacity during the I-5 repair project. FAST staff surveyed Route 30 riders asking what additional time they would prefer to arrive and depart Sacramento. Using this information, a new schedule was developed with additional service in the morning to Sacramento and a later service for the return trip (Attachment A). This new expanded service is scheduled to begin July 1, 2008.

One potential additional change to Rt. 30 provided by STA staff to better serve Dixon in the morning is under review by FAST. Currently the first trip westbound leaves Dixon after 9:00am which makes it difficult to reach work destinations in Vacaville or Fairfield. Consideration is being given to returning the morning trip that serves UC Davis instead of having it continue on to Sacramento which will already be served with two Route 30 direct trips and Yolo Bus. This trip would then arrive/depart Dixon at about 8:00am and deliver passengers to Vacaville and Fairfield by 8:33am (see Attachment B). FAST is planning to conduct a load factor analysis on Route 30 to further analyze current passenger demand for the existing Davis-Sacramento segment as compared to the potential ridership generated by the potential additional Dixon service.

FAST, with assistance by the STA, was successful in receiving a Metropolitan Transportation Commission (MTC) staff recommendation for two suburban buses being surplus by Samtrans. This recommendation is scheduled for approval on July 23, 2008 at the MTC Commission meeting. These suburban commuter coaches will give FAST the necessary vehicles to run the additional service on Route 30. The recently approved Intercity Transit Funding Agreement for FY 2008-09 covers the expanded operating costs for Rt. 30.

Recommendation:
Informational.

Attachment:

- A. FAST New Schedule for Route 30
- B. Sample Schedule for Potential Additional Service to Dixon

EFFECTIVE JULY 1, 2008 * NEW SERVICE TO SACRAMENTO



REVISED NOTICE OF SERVICE ADDITION

REVISED * REVISED * REVISED * REVISED

Fairfield and Suisun Transit (FAST) is changing the time of the proposed AM Trip in response to further public comment. This trip will arrive at Capitol Mall at **7:00am** rather than 7:30am. We hope this change will accomodate your schedule and offer a reasonable alternative arrival in Sacramento.

Once passengers are dropped off in Sacramento, the bus will return to the Fairfield Corporation Yard (Garage). Please note that this bus will not accept passengers at P & 8th in the morning. Similarly, in the afternoon, no passengers will be allowed to board until the bus reaches Capitol Mall at 5:42pm. Again, thanks for riding with us!

George K. Fink, Transit Manager 707-428-7635 or transit@ci.fairfield.ca.us

Route 30 - Eastbound (Fairfield to Davis/Sacramento)

Fairfield		Vacaville		Dixon			UC Davis		Sacramento					
Depart Transp. Center	Solano Mall	Davis St. Park & Ride	Market Ln. Park & Ride	Health Science	Silo	Arrive Memorial Union	Depart Memorial Union	Arrive Capitol Mall	Depart Capitol Mall	J St. & 6th St.	9th St. & L St.	9th St & O St.	Arrive P St & 8th St.	Depart P St. & 8th St.
6:08 AM		6:20 AM	6:36 AM					7:00 AM	7:00 AM	7:03 AM	7:06 AM	7:08 AM	7:10 AM	Rtn. to G
6:48 AM	6:53 AM	7:07 AM	7:22 AM	7:32 AM	7:37 AM	7:42 AM	7:45 AM	8:07 AM	8:07 AM	8:10 AM	8:13 AM	8:15 AM	8:17 AM	8:32 AM
6:52 AM		7:04 AM	7:20 AM					7:44 AM	7:44 AM	7:47 AM	7:50 AM	7:52 AM	7:54 AM	7:54 AM
11:56 AM	12:02 PM	12:17 PM	12:31 PM			12:53 PM	12:56 PM	1:18 PM	1:19 PM	1:22 PM	1:25 PM	1:27 PM	1:28 PM	1:38 PM
3:39 PM		>>>> Direct Express to Sacramento >>>>>>						4:24 PM	4:29 PM	4:32 PM	4:35 PM	4:37 PM	4:39 PM	4:39 PM
4:00 PM	4:06 PM	4:20 PM	4:35 PM					5:00 PM	5:05 PM	5:08 PM	5:11 PM	5:13 PM	5:15 PM	5:15 PM
Deadhead to Sacramento								5:42 PM	5:47 PM	5:50 PM	5:53 PM	5:55 PM	5:57 PM	5:57 PM

Route 30- Westbound (Sacramento/Davis to Fairfield)

Sacramento		UC Davis			Dixon		Vacaville		Fairfield	
Depart P St. & 8th St	Depart Capitol Mall	Arrive Memorial Union	Depart Memorial Union	Health Science	Market Ln. Park & Ride	Davis St. Park & Ride	Arrive Solano Mall	Arrive Transp. Center		
7:54 AM	7:57 AM							8:39 AM G	>>>>>> Direct Express to Fairfield >>>>>>	
8:32 AM	8:35 AM	8:57 AM	8:58 AM		9:16 AM	9:32 AM	9:46 AM	9:54 AM G		
1:38 PM	1:41 PM	2:03 PM	2:06 PM		2:24 PM	2:40 PM	2:54 PM	3:02 PM G		
4:39 PM	4:42 PM	5:05 PM	5:07 PM	5:15 PM	5:20 PM	5:31 PM	5:46 PM	6:00 PM	6:06 PM G	
5:15 PM	5:18 PM				5:43 PM	5:58 PM		6:12 PM G		
5:57 PM	6:00 PM				6:30 PM	6:46 PM		7:05 PM G		

Route 30 is a Solano Express service



225

ATTACHMENT A

EFFECTIVE JULY 1, 2008 - NEW SERVICE TO SACRAMENTO AND TO FAIRFIELD

Route 30 - Eastbound (Fairfield to Davis/Sacramento)

	Fairfield		Vacaville	Dixon	UCDavis				Sacramento							
	Depart		Davis St. Park	Market Lane			Arrive	Depart	Arrive	Depart	Arrive	Depart				
	Transp Center	Solano Mall	& Ride	Park & Ride	Health Science	Silo	Arrive MU	Depart MU	Capital Mall	Capitol Mall	J St & 6th	9th St. & L St.	9th St. & O St.	P St. & 8th St.	P St. & 8th St.	
SAC Express	6:00 AM		6:20 AM	6:36 AM					7:00 AM	7:00 AM	7:03 AM	7:06 AM	7:08 AM	7:10 AM	G	
UCD EX	6:48 AM	6:53 AM	7:07 AM	7:22 AM	7:32 AM	7:37 AM	7:42 AM	7:45 AM	Return to Dixon, Vacaville, Fairfield							
SAC Express	6:52 AM		7:04 AM	7:20 AM					7:44 AM	7:44 AM	7:47 AM	7:50 AM	7:52 AM	7:54 AM	G	
Full Run	11:56 AM	12:02 PM	12:17 PM	12:31 PM			12:53 PM	12:56 PM	1:18 PM	1:19 PM	1:22 PM	1:25 PM	1:27 PM	1:28 PM	1:38 PM R	
SAC Express	4:38 PM								4:24 PM	4:29 PM	4:32 PM	4:35 PM	4:37 PM	4:39 PM	4:39 PM	
UCD EX	4:00 PM	4:06 PM	4:20 PM	4:35 PM					5:00 PM	5:05 PM	5:08 PM	5:11 PM	5:13 PM	5:15 PM	5:15 PM	
Eliminate									5:42 PM	5:47 PM	5:50 PM	5:53 PM	5:55 PM	5:57 PM	5:57 PM	
New Route	5:00 PM	5:06 PM	5:20 PM	5:35 PM					6:00 PM	6:05 PM	6:08 PM	6:11 PM	6:13 PM	6:15 PM	6:15 PM	

Route 30 - Westbound (Sacramento/Davis to Fairfield)

	Depart	Depart	Arrive MU	Depart MU	Silo	Health Science	Market Lane	Davis St.	Solano Mall	Arrive
	P St. & 8th St.	Capitol Mall					Park & Ride	Park & Ride		Transp Center
UCD-FF	7:54 AM	7:57 AM					8:03 AM	8:19 AM	8:33 AM	8:41 AM
Eliminate	8:32 AM	8:35 AM	8:57 AM	8:58 AM			9:16 AM	9:32 AM	9:46 AM	9:54 AM
Full Run	1:38 PM	1:41 PM	2:03 PM	2:06 PM			2:24 PM	2:40 PM	2:54 PM	3:02 PM
UCD EX	4:39 PM	4:42 PM	5:05 PM	5:07 PM	5:15 PM	5:20 PM	5:31 PM	5:46 PM	6:00 PM	6:06 PM
SAC Express	5:15 PM	5:18 PM					5:42 PM	5:58 PM		6:12 PM
Eliminate	5:57 PM	6:00 PM					6:30 PM	6:48 PM		7:05 PM
New Route	6:15 PM	6:18 PM					6:42 PM	6:58 PM	7:13 PM	7:20 PM

Loop this trip back at UCDavis instead of SAC since YOLOBUS has service from UCDavis to SAC.
 This may be an opportunity to better serve westbound commuters.
 Maybe we can also look at the last eastbound trip to run a bit later, making stops along the way to get Westbound commuters home working 8-hour days?



DATE: June 26, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) T2035 Policy Priorities

Background:

The Metropolitan Transportation Commission (MTC) is in the process of updating its long-range transportation plan – the Regional Transportation Plan (RTP). MTC has completed the goal-setting process and developed four general performance measures for RTP projects and policies. These performance measures are:

- Reduce Congestion (20% below 2007 levels)
- Reduce Vehicle Miles Traveled (10% per capita below 2007 levels)
- Reduce Air Emissions
 - pm10 – 24% below 2007 levels
 - CO2 – 40% below 1990 levels
- Improve Affordability (10% reduction in combined transportation and housing costs for low income households)

In March, the STA submitted a list of projects proposed for inclusion in the RTP (Attachment A). All of the other CMAs made similar proposals; MTC identified both regional projects and programs. MTC has been conducting financial reviews and performance modeling of various combinations of these projects and programs, and discussing the results of this analysis with the CMAs and transit providers. The main focus of these discussions has been investment trade-offs – since there are more projects and programs than available funding, what is the best balance of spending in various areas to advance the RTP goals.

MTC held meetings in each of the nine (9) Bay Area counties to discuss investment trade-offs. The Solano County meeting was on the evening of May 7th at the Solano County offices in downtown Fairfield. MTC made a video presentation, and then asked the attendees to answer a series of value and investment questions. There was strong support for investing heavily in maintenance and operation of the existing roadway and transit systems before expanding the system or funding new programs.

Discussion:

MTC staff has developed three investment options, as detailed in the attached Bay Area Partnership Board staff report (Attachment B). In all three scenarios, the largest single investment category is maintenance (including both local streets and roads and transit). The other categories are efficiency, expansion and High Occupancy Toll (HOT) lanes. MTC's Planning Committee staff has identified Option 2 as their preferred option. This

would provide \$6 billion in STIP and ITIP funds for system expansion, \$5.1 billion for HOT lanes, \$6.3 billion for system efficiency (including Lifeline, bicycle network, climate change, planning and TLC, and Freeway Performance Initiative projects), and \$13.2 billion for roadway and transit operations and maintenance.

The MTC Planning Committee will make a recommendation on the Draft RTP Investment Plan at their meeting of July 11th. MTC will select a Draft RTP Investment Plan for environmental and air quality analysis at its July 23rd meeting. The Draft RTP and associated Draft Environmental Impact Report is expected to be released for public comment in December of this year.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. STA Priorities for RTP Investments
- B. MTC Planning Commission Staff Report

ATTACHMENT A

STA Priorities for RTP Investment Trade-Offs

Maintain the Existing System. The condition of regional and local roadway and transit capital has been allowed to deteriorate. Before any new investments are made, the existing investments must be protected by adequate maintenance and periodic replacement. *Preserve and expand the Pavement Management and Technical Assistance Program and the Streetsaver Program as specific programs that promote maintenance of local streets and roads.*

Local Decisionmaking and Local Implementation. The CMAAs and the cities and counties have the best understanding of local needs, and are responsible for implementing programs. The overall theme of the RTP should be set at the regional level, but the implementation should be done on a corridor and local level.

Efficiency Before Expansion. Make moderate investments in more efficient use of the regional transportation system before making initiating major expansions of roadways.

Improve Corridor Mobility. MTC has focused on the maturity of the core urban area freeway system, but the periphery system has room and need to grow. The RTP should allow CMAAs to identify and plan for that system expansion before it is needed. This includes rail and water corridors that can take pressure off of road corridors.

Regional Clean Air Strategy. MTC and the Bay Area Air Quality Management District should collaborate with the CMAAs and local jurisdictions to develop a clean air strategy. The current partnership between the BAAQMD should be expanded in this endeavor.

Priority Development Areas (PDAs). The PDA process of identifying and helping fund high density transit oriented development should be structured to allow all portions of the region to participate, not just the core inner-Bay communities. Funding for existing programs such as Transportation for Livable Communities should not be diverted to pay for PDAs.

Attainable Milestones. The RTP needs to set out clearly measurable and attainable milestones so that we can measure progress towards long-term goals.

Focus on Goals, Then on Tools. The RTP needs to first identify goals (such as a regional HOV network) and then discuss tools options to attain those goals (generate revenue from HOT lanes to finance the HOV network) as proposed by MTC.

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METROPOLITAN
TRANSPORTATION
COMMISSION

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WEB www.mtc.ca.gov

Memorandum

TO: Partnership Board

DATE: June 23, 2008

FR: Doug Kimsey

W. I.

RE: Transportation 2035: Financially Constrained Program of Projects

As you know, we've spent the last several months developing policies to help guide RTP investment strategies. A key part of the RTP investment strategy is the development of a financially constrained element. This financially constrained element, composed of federal, state, regional and local revenues, is what we think the region can reasonably deliver with revenues we expect to be available to the region over the next 25 years. The May 2008 Commission workshop and the June 2008 Planning Committee meeting moved us a big step closer to selection of a preferred investment option for the T-2035 financially constrained element. We will be seeking input at your meeting on a staff proposal for a financially constrained program of projects prior to seeking Commission approval in July 2008.

Prior Tradeoff Commission Decisions

Of the \$220 billion in revenue projected to be available to the region over the next 25 years, \$190 billion is committed by voter mandate, statute or Commission policy towards maintaining and expanding our existing transportation system. This leaves \$30 billion in uncommitted discretionary revenues. Transportation priorities vying for this \$30 billion include: transit, local road, and State highway maintenance shortfalls; system operations strategies, including the Freeway Performance Initiative; programs aimed at focused growth, climate protection, and Lifeline service; and numerous capacity expansion projects throughout the region.

At your May 1, 2008 meeting, we presented some initial ideas on how we might choose to spend the \$30 billion in uncommitted funds in the investment categories of maintenance, system efficiency and expansion. Over the past several weeks we have begun to winnow down potential options among the investment categories. Commissioners attending the May 27, 2008 Commission workshop assessed a number of options and discussed the consequences of how investing in any one affected resources available to fund other options. The workshop culminated with Commissioners developing three distinct investment packages focusing on different investment levels for maintenance, efficiency and expansion (see Attachment A); the charts include subsequent staff adjustments to some of the proposed funding levels in each of the three investment categories to more accurately portray historical uses of some of the funding that comprises the \$30 billion in uncommitted discretionary funding. For example, we adjusted the maintenance funding to be more consistent with CTC practice that has either excluded or discouraged local road rehabilitation projects from receiving STIP funding; in addition, while we are having ongoing discussions with the CMAs on the use of net HOT revenues, it's likely that most of these funds would be used for corridor expansion projects to provide mobility options such as express bus service; smaller amounts could be available for efficiency programs and little, if any, available for maintenance.

As a result of these adjustments, we kept the expansion category the same among the three packages; STIP, Proposition 1B State Local Partnership Program (SLPP) and HOT revenues (pending discussions with CMAs) comprise the funding for this category. Therefore the main tradeoffs occurred between the maintenance and efficiency categories as shown in the attached pie charts – as maintenance costs increase, less is available for efficiency programs/projects and visa versa. As Commissioners requested at the workshop, staff also took a first crack at dividing up the efficiency category among the various programs (Lifeline, TLC, FPI, etc.) for each of the investment packages; efficiency program options are also highlighted in Attachment A.

The tradeoff discussion was taken up again at the June 2008 Planning Committee meeting. The purpose of that meeting was to have the committee choose a preferred investment option that staff could refine and solicit input from partners/advisors before bringing back a staff recommended financially constrained program of projects to the Commission in July 2008. After a lengthy discussion the Committee consensus pick was a general framework based on Option 2, but staff was directed to develop specific recommendations for the Efficiency programs, including: Lifeline, Bikes, Climate Change, Planning, TLC and the Freeway Performance Initiative. Staff was also directed to consider how expansion projects might be able to leverage maintenance, bike and ADA improvements.

Next Steps

What's missing in the tradeoff discussions thus far is: 1) development of strategies for slicing up the various fund sources that make up the uncommitted \$30 billion (see Attachment B); and 2) identification of specific projects that would be funded in the expansion category, primarily with STIP and HOT revenues. For the first issue, staff will need to balance the assignment of available nearer-term funding and longer-term funding availability, including "anticipated/unspecified" and net HOT revenues. With regard to the second issue, staff is reviewing results from our RTP project evaluation to ensure that the best performing projects are considered for inclusion in the final financially constrained investment package; on this note, staff has been working with the CMAs to identify STIP/SLPP-funded priority lists.

Staff will distribute a staff-recommended financially constrained investment program of projects and companion funding strategy to discuss at your meeting. Comments from this meeting will be considered and a final program of projects will be brought to the July 2008 Planning Committee to refer to the Commission for approval later that month. After that, we'll commence with the RTP environmental assessment and begin writing the plan; both of these documents are expected to be available for public review by December 2008, with Commission adoption in March 2009 (see Attachment C for remaining RTP schedule).

We look forward to a productive discussion at your meeting.

DK

J:\COMMITTEE\Partnership\BOARD\2008 Partnership Board\T2035 FC program of projects.doc

Option 1 = \$30.6 billion total

Expansion
\$11.1 billion – 36%

HOT
\$5.1 billion

STIP/SLPP
\$6.0 billion

Maintenance
\$17.7 billion
58%

Efficiency

\$1.8 billion – 6%

Planning – \$0.2 billion

TLC – \$0.8 billion

FPI – \$0.8 billion

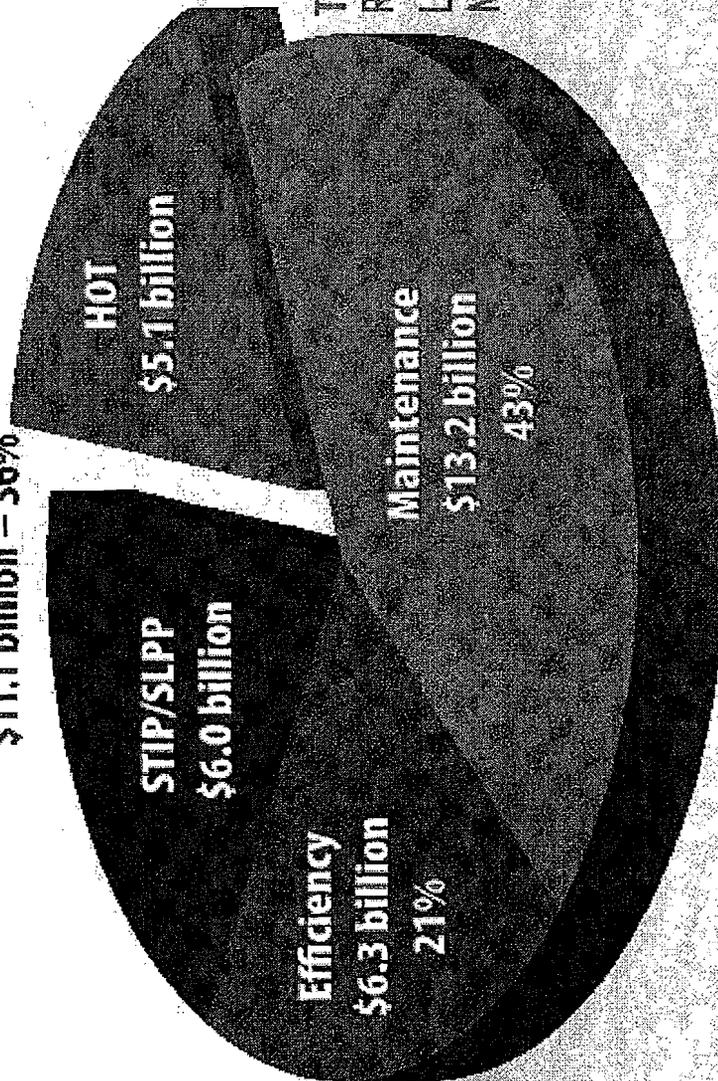
Highest-Rated Transit Assets – \$12.2 billion
Local Road Pavement and Bridges – \$5.5 billion

Investment Packages

Option 2 = \$30.6 billion total

Expansion

\$11.1 billion – 36%

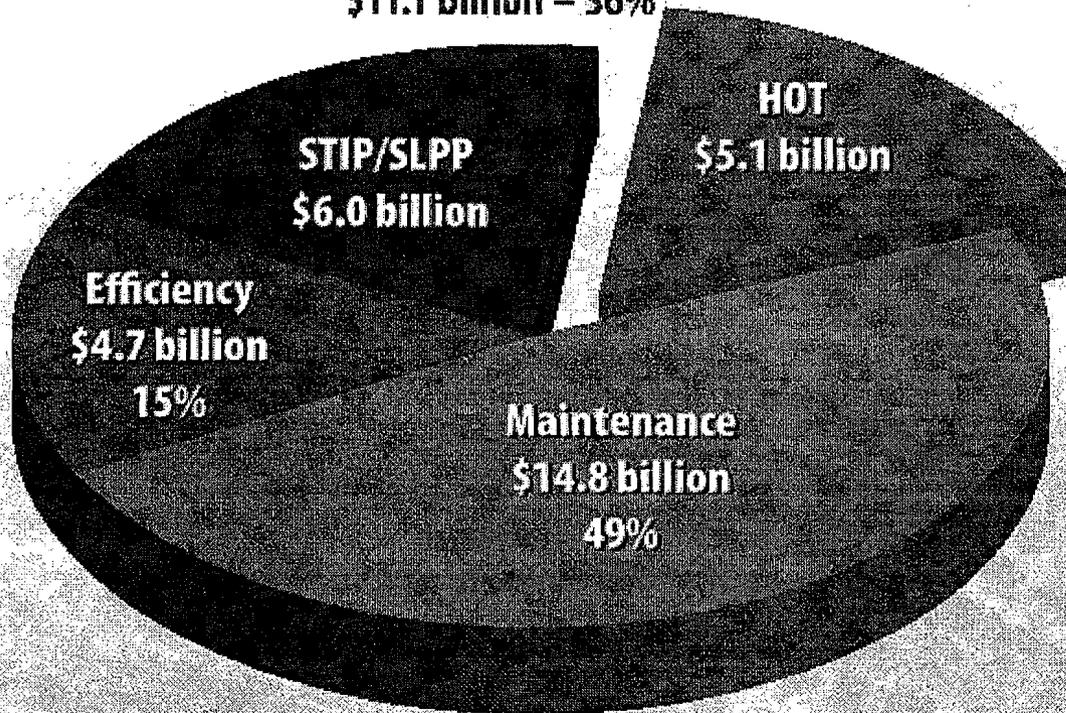


- Lifeline – \$0.4 billion
- Bikes – \$1.5 billion
- Climate – \$0.4 billion
- Planning – \$0.2 billion
- TLC – \$2.2 billion
- FPI – \$1.6 billion

Investment Packages

Option 3 = \$30.6 billion total

Expansion
\$11.1 billion – 36%

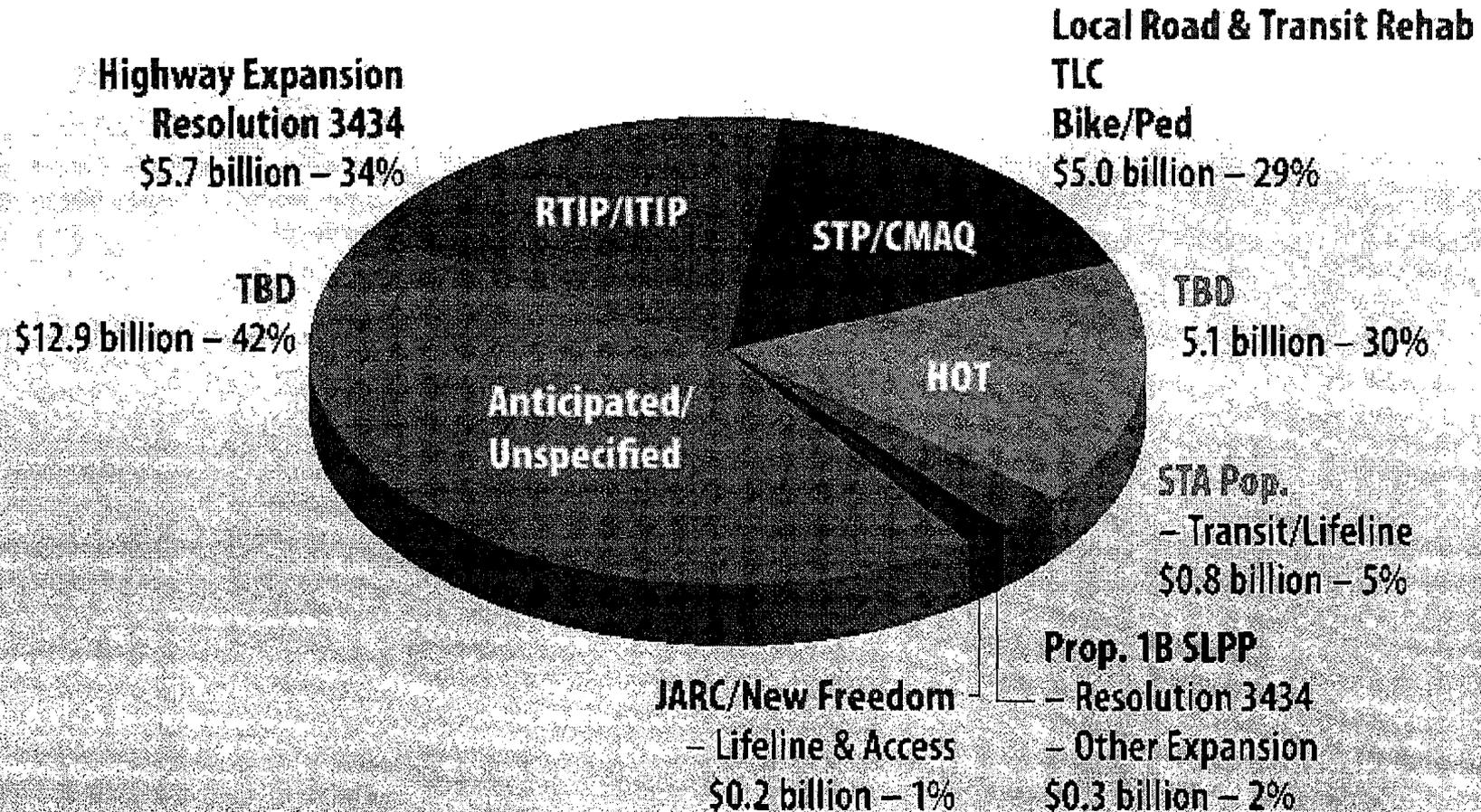


- Bikes – \$0.3 billion
- Lifeline – \$0.4 billion
- Planning – \$0.2 billion
- TLC – \$2.2 billion
- FPI – \$1.6 billion

- Transit Vehicle Replacement – \$4.5 billion
- Local Roads at Current PCI – \$7.0 billion
- State Highways – \$3.3 billion

The Color of Money

Uncommitted Regional Discretionary Funds: \$30 billion total



Attachment C

**Transportation 2035 Schedule
(June 2008 – March 2009)**

Month	Day	Committee	Action Requested
Investment Trade-Off Discussions			
June	5	Joint Advisors Workshop	<ul style="list-style-type: none"> Review public outreach messages & Commission workshop outcomes & direction
	13	Planning Committee	<ul style="list-style-type: none"> Discuss Investment Packages
	27	Partnership Board	<ul style="list-style-type: none"> Discuss Investment Packages
Draft Financially Constrained Investment Plan			
July	11	Planning Committee	<ul style="list-style-type: none"> Approval of Draft Investment Plan & Referral to Commission
	18	Joint Policy Committee	<ul style="list-style-type: none"> Informational
	23	Commission	<ul style="list-style-type: none"> Approval of Draft Investment Plan
Technical Analysis & Report Preparation			
August - November	--	MTC Staff	<ul style="list-style-type: none"> EIR Air Quality Conformity Analysis Equity Analysis Transportation 2035 Plan
December	12	Planning Committee	<ul style="list-style-type: none"> Release of Draft Transportation 2035 Plan and EIR for 45-day public review
January 2009	9	Planning Committee	<ul style="list-style-type: none"> Public Hearing on Draft Transportation 2035 Plan Release of Draft Conformity Analysis for 30-day public review
Final Report Preparation			
February 2009	--	MTC Staff	<ul style="list-style-type: none"> EIR Response to Comments and Final EIR Air Quality Conformity Response to Comments and Final Conformity Analysis Final Transportation 2035 Plan
March 2009	13	Planning Committee	<ul style="list-style-type: none"> Approval of Final Transportation 2035 Plan, EIR, and Conformity Analysis & Referral to Commission
	25	Commission	<ul style="list-style-type: none"> Approval of Final Transportation 2035 Plan, EIR, and Conformity Analysis

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DATE: June 30, 2008
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: I-80 Construction Public Outreach

Background:

STA staff is coordinating efforts with the Office of Public Affairs for Caltrans District 4 to reach out to the public during the construction phases of several projects along the I-80 corridor in Solano County that are expected to last for approximately two years.

Discussion:

Major construction improvements to Interstate 80 in Solano County have begun. Caltrans and STA staff is working together to inform the public about the projects through the holding of open houses, distribution of fact sheets, website postings, press releases and a Caltrans representative available to the public at a site location on the I-80 corridor.

The projects include the I-80 HOV Lanes (Red Top Road to Air Base Parkway) for which a groundbreaking ceremony will be held on June 19th and the I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo) which will start in May 2008 to occur concurrently with the construction of the new I-80 HOV lanes project.

The purpose of the I-80 Communication Plan is to serve as a guide to the staff and Board, to continue to improve the dissemination of information and its ability to serve the stakeholders in the I-80 construction area. Caltrans and STA are continually working to improve public information through development and changes in its structure and implementation. The objectives of the outreach plan are as follows:

- Educate the public about the construction activities and benefits of the improvements to I-80 (less wear-and-tear on vehicles due to smoother road surface, less traffic congestion, fewer traffic time delays).
- Notify the public about the inconveniences they may encounter during construction (temporary increased traffic congestion and travel time due to road closures and detours, noise, dust).
- Distribute current information on a continual basis to provide construction updates and timetables.
- Provide adequate live interface so public perception is positive about the overall efforts to improve I-80.
- Strive to position Caltrans and STA as valuable resources to keep the public informed.

Attachment A is the Solano County I-80 Communication Plan prepared by Caltrans. A summary is presented here for your information:

Open House Outreach Meetings (June 18th in Fairfield; June 19th in Vacaville)
Caltrans Newsletter (June 2008; Attachment B)
On-site Outreach

Media Outreach:

Media outreach session (held June 11th)
Press releases (May 30th, June 13th)

Public Outreach:

Website Maintenance (linked Caltrans webpage to www.Pave80.com on June 10th)
MTC 511 Coordination
Changeable Message Signs (CMS)
Highway Advisory Radio (HAR)

Stakeholder Outreach:

Port of Oakland Trucking Association (June 23rd)

Fiscal Impact:

None.

Recommendation:

Information.

Attachments:

- A. Solano County I-80 Communication Plan
- B. June 2008 I-80 Rehabilitation Projects Newsletter



Solano County Interstate - 80 Communication Plan

STAKEHOLDER AND MEDIA OUTREACH ACTION PLAN 2008

This report outlines and monitors the status of the outreach elements Caltrans plans to implement to inform stakeholder, agencies, and the public.

This project will rehabilitate and make improvements to 27 miles of Interstate 80 from Tennessee Street in Vallejo to Air Base Parkway in Vacaville. The result will be a much smoother, quieter ride for about 150,000 motorists who use this vital roadway every day.

Highway rehabilitation work is scheduled to start in early 2008 and be completed by fall 2010. Most of the work will be done in the evenings between the hours of 9:00 p.m. to 5:00 a.m. We will be closing one or two lanes in the evenings with detours to frontage roads and ramp closures will also be scheduled.

All work will be done within the state right of way and will include: replacing failed pavement areas; overlaying roadway, crack and seat of the pavement. A widening project to add high occupancy vehicle lane in both directions from Red Top Road to Air Base Parkway, and building a concrete median barrier from Tennessee Street in Vallejo to Air Base Parkway in Fairfield. Solano Transport Authority will be relocating the truck scales on Interstate 80 and reworking the intersection of I-80 and Route 12, and I-80 and Route 680 This report will be periodically updated.

KEY STAFF

Legislative/Congressional

Barbara Boxer United States Senator
Dianne Feinstein United States Senator

State Senator Patricia Wiggins
State Senator Senator Michael J Machado

Assemblywoman Noreen Evans
Assemblywoman Lois Wolk

Solano County Board of Supervisors

Clerk of the Board
Barbara Kondylis
John F. Silva
Jim Spering
John Vasquez
Michael Reagan

Community Organizations

Local Agencies

Daryl Halls, Director Solano Transportation Authority
City of Vallejo Public Works Gary Leach
City of Fairfield Director of Public Works Gene Cortright
City of Vacaville Public Works
City of Suisun City Public Works
City of American Canyon City Director of Public Works
Metropolitan Transportation Commission
Highway Patrol

Caltrans Project Team

Doanh Nguyen – Principal Project Manager
Nicolas Endrawos- Regional Project Manager
Betsy Joseph– Project Manager
Sameer Khoury – Project Manager
Gerry Santiago -Resident Engineer
Raoul Maltez – Traffic Management Program Manager
Barry Loo - Traffic Management
Phyllis Moore-Lewis – Public Information Manager
Marcus Wagner– Public Information Officer

SECTION ONE

ELECTED OFFICIALS OUTREACH

Caltrans will be informing regional and local agencies as well as legislative offices regarding construction activities through a series of conference calls, meetings and visits. Meetings to update city staff on project status are scheduled. Updates provided at city council meetings if appropriate.

1.1 Outreach Meetings

- Solano Transportation Authority (STA) Meeting
- Merchants outreach
- Community Meetings – Fairfield and Vacaville, mid-July 2008
- Local Agencies and Legislative Offices Meeting

1.2 Department Informational Letter

Caltrans will draft an informational letter to project stakeholders on the upcoming work. The letter will include dates and times of work that may cause impacts.

- distribute to stakeholder list provided by STA

1.3 On-site Outreach

- Fairfield Transit Center kiosk
- Public Information Officer attend construction meetings once a week. May schedule communication meetings with STA.

SECTION TWO MEDIA OUTREACH

Caltrans will be informing the media prior to, during and after all major elements of the project.

2.1 Media Outreach Session

- Media Outreach— July 2008

2.2 Press Releases

Caltrans will send both general and specific press releases concerning the project construction impacts.

- Press release for significant events / project milestones
- Traffic advisories for ramp closings, detours, major impacts to freeway

SECTION THREE PUBLIC OUTREACH

Caltrans will be informing the public through a broad outreach campaign.

3.1 Website Maintenance

Caltrans will update the existing project Webpage to communicate general project information, road closures, detours, and construction schedules. This will include the entire corridor with specific projects located under sub-tabs. Each project will include:

- Overall corridor map
- Detour Maps
- Fact Sheets
- Weekly updates
- Photos
- Community Meetings
- Local Agency Links
- News releases and traffic advisories

3.2 MTC 511 Coordination

Caltrans will inform MTC staff responsible for the 511 Travel Information systems on the upcoming work.

- Gateway messages
- general traffic advisories

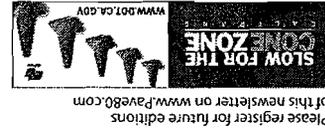
3.3 Changeable Message Signs (CMS)

Caltrans will use its electronic changeable message signs to apprise motorist of the upcoming closure and to help guide motorists during the closure and detours.

- CMS will be placed on Interstate 80

3.6 Highway Advisory Radio (HAR)

Caltrans will place informational messages on the state's Highway Advisory Radio station. Electronic Message Signs (EMS) and printed signs on the freeway will advertise the station's frequency. EMS signs are static and cannot be changed. (when applicable)



Oakland, CA 94623-0660
 P.O. Box 23660
 Caltrans District 4



Interstate 80 Rehabilitation Projects



JUNE 2008
 NEWSLETTER
 VOLUME NO. 01
 ISSUE NO. 01

CALIFORNIA DEPARTMENT OF TRANSPORTATION

RELIEF IS ON THE WAY!

You asked. We responded. Caltrans is undertaking major rehabilitation efforts to improve the drive for motorists along the I-80 corridor. Over 27 miles of highway is scheduled for improvement! Also, the first Solano County High Occupancy Vehicle (HOV) Lanes Project will start construction.

WHAT IS BEING PLANNED:

Several projects along the I-80 corridor are in the planning, development or construction stages. These projects will be completed over the next five years and are expected to improve ride quality, reduce maintenance, extend pavement service life, and enhance safety and operations, and relieve congestion.

WHY:

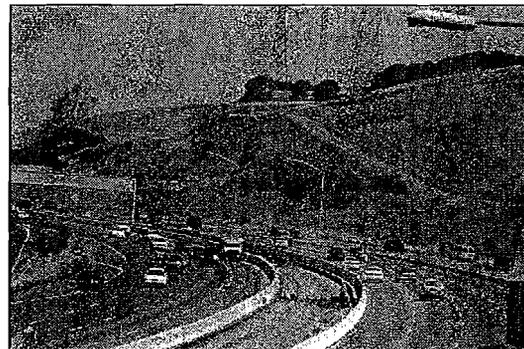
As the drivers of I-80 know, the existing pavement has substantially deteriorated over the years on this corridor, which is a vital link for interregional and regional commuting, freight movement, recreational travel, and connection to the Bay Area and Sacramento. Recent growth in Solano County has significantly increased transportation demand on the highway, necessitating the pavement repair, median barrier upgrade, and construction of new HOV Lanes.

FUNDING AND PARTNERING:

The California Department of Transportation (Caltrans) is the sponsor of the rehabilitation projects funded through the State Highway Operations and Protection Program (SHOPP). Caltrans is also coordinating with Solano Transportation Authority (STA) on related projects to concurrently construct new HOV lanes on I-80. The total construction capital cost is estimated at \$125 million.

WHAT TO EXPECT:

- Commuters are advised to expect minor delays, overnight lane closures, and occasional detours.
- Neighboring constituents are advised to expect occasional amounts of dust and debris overnight along with occasional increased levels of noise from grinding by concrete repairing machines and other construction equipment.
- Completion of four projects and HOV Lanes is expected by late 2009.
- Changeable message signs (CMS) will be strategically stationed to provide information on lane closures and detours.



WHO SHOULD YOU CALL:

Caltrans Public Information Officer (Solano County)
 Marcus Wagner
 (510) 622-8758

WEBSITE INFORMATION:

- www.Pave80.com
- www.dot.ca.gov/dist4/sol80
- www.solanolinks.com

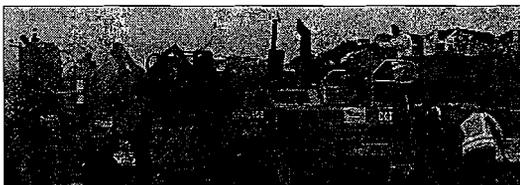
PUBLIC INFORMATION MEETINGS:

Caltrans in conjunction with the Solano Transportation Authority will hold a series of public meetings to inform the residents initially of the construction projects and periodically as construction impacts specific neighborhoods.

You are invited to attend the public meetings to hear a presentation regarding the proposed work, view displays of the work and ask questions.

DATE: Wednesday, June 18, 2008
TIME: 6:30 pm - 8:00 pm Open House
 7:00 pm Presentation
CITY: Fairfield
LOCATION: Fairfield Senior Center, 1200 Civic Center Drive
 Round-Table Room

DATE: Thursday, June 19, 2008
TIME: 6:30 pm - 8:00 pm Open House
 7:00 pm Presentation
CITY: Vacaville
LOCATION: Ulatis Cultural Center, 1000 Ulatis Drive, Room E





Interstate 80 Rehabilitation Projects

CALIFORNIA DEPARTMENT OF TRANSPORTATION



Planned Improvements: Location, Description and Project Timeline

- Track Climbing Lane Project**
S&A: PM 1.5 to PM 2.8
Add One Lane in the VBS
Construction:
Winter 2008 - Summer 2008
- Tennessee St to American Canyon Rd**
S&A: PM 3.9 to PM 8.1
Pavement Rehabilitation and Install Median Barrier
Construction:
Winter 2008 - Summer 2008
- Wentworth Hill Safety Roadside Rest Area**
S&A: PM 6.6 to PM 6.8
Rehabilitate Safety Roadside Rest Area
Construction:
Winter 2009 - Spring 2010
- American Canyon Rd to 680/80 Separation**
S&A: PM 8.1 to PM 17.3
Pavement Rehabilitation and Install Median Barrier
Construction:
Summer 2008 - Fall 2008
- Red Top Rd to East of Air Base Pkwy**
S&A: PM 11.4 to PM 20.1
HOV Lane and Install Median Barrier
Construction:
Spring 2009 - Fall 2009
- Red Top Rd to East of Air Base Pkwy**
S&A: PM 1.1 to PM 20.1
I.C.S. Ramp Restoring Improvements
Construction:
Spring 2010 - Fall 2010



- Rte 12 East to East of Air Base Pkwy**
S&A: PM 15.1 to PM 20.1
Pavement Rehabilitation
Construction:
Spring 2008 - Fall 2008
- East of Air Base Pkwy to Leisure Town Rd**
S&A: PM 20.1 to PM 30.5
Pavement Rehabilitation
Construction:
Spring 2008 - Fall 2008
- North Texas Interchange Project**
S&A: PM 20.9
Install New Signs and Reconstructed EB Ramps
Construction:
Summer 2008 - Fall 2009
- East of Air Base Pkwy to Rte 113 South**
S&A: PM 20.1 to PM 38.4
Install Median Barrier
Construction:
Summer 2008 - Spring 2010
- Legion Valley Interchange Modification Proj**
S&A: PM 23.0 to PM 25.1
Widen Overcrossing, Install New Signs, and
Realign Ramps
Construction:
Summer 2008 - Spring 2010
- West of Alamo Cr Br to Alamo Dr NB Onramp**
S&A: PM 32.9 to PM 32.9
Lengthen Onramp and Water Bridge
Construction:
Fall 2011 - Fall 2012
- Leisure Town ICS to Route 113 South**
S&A: PM 30.5 to PM 38.4
Pavement Rehabilitation
Construction:
Spring 2012 - Fall 2013

FOR FURTHER INFORMATION, VISIT WWW.PAVE80.COM



DATE: June 25, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Capitol Corridor - Quarterly Report

Background:

The Capitol Corridor provides intercity passenger train service from Auburn to San Jose. There is currently one Capitol Corridor train station in Solano County, located in Suisun City. The Capitol Corridor is governed by a Joint Powers Authority, and has two Solano County representatives (currently Dixon Mayor Mary Ann Courville and Solano County Supervisor Jim Spring) and one alternate (Vacaville Mayor Len Augustine). Day-to-day management is provided by staff from the Bay Area Rapid Transit Authority (BART).

Discussion:

The Capitol Corridor prepares an annual business plan and publishes statistics on a monthly basis regarding achievement of the business plan goals. There are three system-wide statistics and one Suisun City station statistic that will be reported to the TAC on a quarterly basis.

System Ridership

- Ridership has grown 14.58% over the past 12 months.
- April 2008 ridership is 13.8% higher than April 2007 ridership.
- Staff reports that peak hour trains have no vacant seats and some standing passengers.

System Revenue

- Actual revenue has exceeded business plan projections for every month in 2008.
- Year-to-date system operating ratio is 53.6%.
 - Business plan goal is 50%.
 - Previous year-to-date system operating ratio was 46.2%.

On-Time Performance

- On-time performance for April 2008 was 90.6%, meeting business plan goal of 90%.
- Year-to-date on-time performance is 86.6%.
 - Previous year-to-date on-time performance was 70.9%.

Suisun City Station Passengers

- Station performance minimums are 200+ boardings and alightings per day.
- Average daily passenger boardings are 215.

- Average daily passenger alightings are 220.
- Overall passenger activity is up approximately 1/3 in 2008 compared to 2007.
- Destinations
 - 61% of passenger trips are to/from the Bay area; 39% to the Sacramento Area.
 - Most common single-station destination is Sacramento

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: June 25, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status 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.

The overall approach to improving safety on SR 12 is comprised of four (4) elements:

1. Increased Enforcement
2. Legislation
3. Education
4. Engineering

Monthly updates to these elements are provided to the TAC and STA Board.

Discussion:

1) *Office of Traffic Safety (OTS) Grant*

The OTS Grant Steering Committee meets on a quarterly basis. The third quarterly meeting of the OTS Steering Committee was held on June 25, 2008 in Rio Vista.

The Solano office of the CHP provided the following enforcement statistics for Solano County, covering the time period of April 1 through June 24:

- 417 hours of overtime used; 520 hours remain for use through September
- 477 citations issued for speeding
- 1 DUI arrest
- 20 other citations
- 5 vehicles impounded

The OTS Grant is designed to achieve two goals:

- To reduce the number of fatal victims on Corridor 1 from 12 to 11 as compared to the number, 12, that occurred during the same months from January 1, 2006, through December 31, 2006. Since the start of the Grant period, there has been 1 fatal accident in the corridor. This accident was in San Joaquin County, and involved a big rig rear-ending a vehicle queue stopped at a raised bridge over the Mokelumne River.

- To reduce the number of injured victims on Corridor 1 by 5%, from 203 to 193 as compared to the number, 203, that occurred during the same months from January 1, 2006, through December 31, 2006. CHP-compiled statistics show no reported injury accidents in the corridor during the grant time period.

2) *State Legislation*

AB 112 (double fine zone criteria and designation) was signed by the Governor with a public announcement held at the Western Railroad Museum on October 1st. The double fine legislation for SR 12 became effective on January 1, 2008.

ACR 7, the Officer David Lamoree Memorial Highway Bill, was also approved. The fabrication of the sign and installation ceremony are being worked out around details of financing and family availability.

There are no pending SR 12 related legislative measures.

3) *Education*

OTS promotional materials should be available in August, assuming the state budget is adopted.

STA staff is preparing Volume 3 of the SR 12 STATUS newsletter; distribution is planned for July, after the June 25th OTS Committee meeting. STA staff is working on a coordinated public outreach plan with OTS.

The Highway 12 Association has established a website, including a link to STA information on SR 12. In addition, newspapers in both Fairfield and Lodi are making SR 12-related content directly available through the Highway 12 Association website.

4) *Engineering*

Caltrans continues to state that they will be able to finish the permitting and right-of-way tasks needed to allow installation of curve correction and shoulder improvements between Lambie Road and Currie Road in 2008. Caltrans has identified approximately 20 properties that may require some right-of-way acquisition. Acquisition of right-of-way for one property has gone to condemnation. It is not yet known how this will impact the project schedule.

The Metropolitan Transportation Commission (MTC) has submitted a Partnership Planning Grant application for SR 12, with STA and the San Joaquin Council of Governments (SJCOG) as the sub-recipients. It is expected a decision will be made in the late summer 2008.

The first meeting for the SR 12 Corridor Advisory Committee was postponed at the request of the San Joaquin Council of Governments representatives. STA and SJCOG are working to set a new date in early July. The Corridor Advisory Committee will consist of elected officials representing Solano, Sacramento and San Joaquin counties, and will help guide corridor-wide planning efforts. The meeting will be held in Lodi.

Construction for the SR 12 Truck Climbing Lane project began in February 2008. Design of the SR 12 Jameson Canyon improvements are underway by STA. Construction will be handled by Caltrans.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: July 1, 2008
 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:

There were 4 project delivery reminders for the TAC this month:

1. FY 2007-08 STP/CMAQ Federal Obligation Plan current projects in the 2007 TIP:

Projects in FY 2007-08 Federal Obligation Plan			
Agency	TIP ID	Project	Status/Deadlines
Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$127,000 for CON E76 request sent
Rio Vista	SOL050052	Rio Vista – 2 nd St. Rehabilitation	\$77,000 for CON, E76 received
Vacaville	SOL050059	Nob Hill Bike Path	\$300,000 for ENV E76 request sent
Vacaville	SOL050060	Alternative Fuels Program	\$200,000 for CON E76 received
Vacaville	SOL070026	Ulatis Creek Bike Path (Ulatis to Leisure Town)	\$37,000 for ENV E76 received
Vacaville	SOL070028	Downtown Creekwalk	\$75,000 for ENV E76 received
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$25,000 for PE in FY 07-08 E76 received

2. Change in FY 2008-09 STP/CMAQ Federal Funding Obligation Request and Receive Deadlines:

MTC plans to adopt new federal funding obligation request deadlines, changing them from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1st to May 1st. With leftover OA becoming available sooner, MTC wants bay area projects ready to obligate.

Project managers will need to revise their project schedules to meet these new deadlines, if they change. The STA PDWG will discuss if their projects will be able to meet either the February 1, 2009 deadline to request an E76 or the April 30, 2009 deadline to receive an E76.

Projects in FY STP/CMAQ 2008-09 Federal Obligation Plan			
Submit E76 Request by February 1, 2009; receive E76 by April 30, 2009			
\$7.93M in Federal funding			
Agency	TIP ID	Project	Status/Deadlines
Benicia	Pending	State Park Road Bridge	\$1.67 M for CON 2007 TIP amendment submitted. Currently in PE.
Dixon	Pending	SR 113 & C Street Pedestrian Improvements Project	\$90,000 for CON. 2007 TIP amendment submitted. Currently in PE.
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Currently in concept/ENV.
Fairfield/ Solano County	SOL070012	“Cordelia Hill Sky Valley Enhancement Project” (McGary Road)	\$640,000 for CON <u>Full funding required for TIP amendment.</u> Currently in ENV/PE phase.
Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON Phase II obligated.
Vacaville	SOL070028	Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON.
Vacaville	SOL070029	Ulatis Creek Bike Path (Alison to I-80)	\$169,000 for ENV
Vacaville	Pending	Peabody & Marshall Rd Pedestrian Improvements	\$150,000 for CON. Currently in PE.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Currently in PS&E.
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$580,000 for CON. Currently in ENV.

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.

More information can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Currently listed Inactive Projects			
Review Period: 10/1/07 - 12/31/07			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771.00	To be deobligated at the request of Vallejo. Project is complete.
Projects that will become inactive by March 2008			
Vallejo	Downtown Vallejo Square Pedestrian Enhancements, Landscape	\$582,302	Last billed 01/26/2007. Reimbursement request sent mid-February for ENV.
Projects that will become inactive by June 2008			
Fairfield	Hilborn Rd. From Waterman Blvd. To Martin Rd. , Road Rehabilitation	\$714,593	Construction Date, 04/26/07. Encroachment permit obtained.
Projects that will become inactive by September 2008			
Dixon	Parkway Blvd And UPRR Crossing, Grade Separation	\$54,869.41	Last billed, 08/22/06
Benicia	West K St. Between W 9th St. And Military Wst , Ac Overlay	\$281,000.00	Final invoice submitted to Caltrans.
Fairfield	Pittman Rd. And Suisun Valley Rd., Ac Overlay	\$426,000.00	Final invoice submitted to Caltrans.
Vacaville	Monte Vista Ave at Ulatis Cr, Bridge Widening	\$1,647,971.54	Invoice sent 2/25/2008. Award CON by 4/22/2008.
Vacaville	Centennial Park Browns Valley Pkwy To Allison, Class I And Class II Bike Path	\$738,422.23	Invoice sent 2/25/2008. Paid on 5/23/08

4. Right of Way "Certification 3" Must Be Approved by FHWA

Caltrans no longer has the authority to approve projects for advertising using a Right-of-way Certification 3. FHWA must approve a project sponsor's ROW Certification 3 before a project sponsor can advertise their project. Project sponsors should allow at least **10 additional days** for this certification from FHWA to occur (see Attachment A).

5. Disadvantaged Business Enterprise (DBE) Transition from Race-Neutral to Race-Conscious

After working things out with FHWA, Caltrans is awaiting US Department of Transportation approval of Caltrans' program goal and use of UDBEs (Under-utilized Disadvantaged Business Enterprises) in calculating agency Annual Anticipated DBE Participation Levels (AADPLs).

Once approved, Caltrans will likely announce the conversion, and:

- a. There will be a 90-day transition period following the announcement of a return to Race-Conscious.
- b. Contracts with full approval of their E-76s during this transition time, may remain Race-Neutral. All contracts that haven't achieved this milestone must establish contract goals and have Race-Conscious specifications.
- c. After the transition period, agencies will continue with their previously established AADPLs for FY 2007-08. Agencies will determine their goals on individual contracts, for the remainder of this Federal Fiscal year ending September 30, 2008.

Next year's (FFY 2008-09) AADPL calculation, due June 1st, will probably be Race-Conscious and may involve slightly different calculations of "UDBEs", rather than just DBEs. Caltrans and the STA will work with local agencies on the June 1st Deadline ("don't worry about getting it in by June 1st"). Caltrans also recommends against working on the FFY 08-09 AADPL calculation (form 9-B) until Caltrans converts to Race-Conscious and creates new guidelines and forms.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Caltrans Memorandum: FHWA Concurrence to Advertise Projects per 23 CFR 635.309 (c) (3)

DEPARTMENT OF TRANSPORTATION

P.O. BOX 23660

OAKLAND, CA 94623-0660



*Flex your power!
Be energy efficient.*

May 20, 2008

To: Metropolitan Transportation Commission (MTC)
Regional Transportation Planning Agencies
Local Agency/ Public Works - Directors

Attn: Local Agency DBE Liaison Officers/ Project & Construction Managers

Subject: Race-Neutral Annual Anticipated Available DBE Participation Level (AADPL) Information

The purpose of this letter is to let all local agencies know that they must have a Race Neutral Implementation Agreement (RNIA), in place, and an approved Race-Neutral Annual Anticipated DBE Participation Level (AADPL), under Title 49 CFR Part 26, to be eligible for receiving federal transportation funds. Every year, your agency is required to provide, for our approval, two copies of a proposed AADPL and AADPL methodology, by June 1st. **Please note, this AADPL submittal must be under the current Race-Neutral Program. We will continue to keep you updated on any further changes to the program.**

This AADPL will be for upcoming Federal Fiscal Year (FFY) 2008/09 and should include the following (Use Exhibit 9-B format):

- **Two copies of the Exhibit 9-B should be submitted if you would like a signed copy returned to your agency.**
- A clear description of upcoming FFY 2008/09 federal contracts including construction, procurement, and A/E contracts.
- A clear definition of your agency's market area where most of your contracts' bidders/consultants are coming from.
- A specific description of the methodology you used to establish the AADPL, including the Step 1 Base Figure and the evidence used to calculate it and the required Step 2 Analysis.
- Your agency's choice of the three "Prompt Payment of Subcontractor's Retainage" options.

However, if you have no FHWA-assisted projects for the FFY 2008/09, you only need to inform us in writing that you have "no projects and no AADPL during FFY 08/09" and no further action will be required.

****Note:**

1. All agencies should be aware that, while we are in a Race-Neutral DBE Program mode, no DBE goal is to be placed in any Federally Funded contracts or proposals..
2. The agency's AADPL must include all the agency's federally funded contracts including A/E contracts, procurement contracts, and construction contracts. Construction that isn't performed by in-house forces, must be included as part of the AADPL calculation as well.
3. All agencies should make the maximum effort to provide opportunities to DBEs to participate in contracts.
4. All agencies must still submit the required DBE forms at Contract Award (Exhibit #15-G) and Final Report (Exhibit #17-F).
5. All agencies are required to maintain a bidders list that lists the names, addresses, DBE/non-DBE status, area of expertise, date established, and annual gross receipts of all contractors and subcontractors who have bid or provided quotes on the agency's projects within the last few years. This list must be kept for our inspection, regardless of whether this list is used to calculate an AADPL or not.

May 20, 2008

Page 2

5. Please note that if you have projects not advertised before the end of this fiscal year (FFY 07/08), then you should carry over these projects into the upcoming FFY 08/09 AADPL submittal. Projects awarded during FFY 07/08 should not be included in the FFY 08/09 AADPL submittal.

Further information regarding the DBE program is included in the Local Assistance Procedures Manual. You may refer to the Local Programs website at www.dot.ca.gov/hq/LocalPrograms/ for further information. If you have any questions feel free to call Art Duffy at (510) 622-5928 or Moe Shakernia at (510) 286-5236.

Sincerely,



Sylvia Fung, PE
Chief, Office of Local Assistance
Caltrans – District 04



DATE: June 26, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Solano County Pedestrian Priority Projects - Status

Background/Discussion:

The Solano Transportation Authority's (STA) role in the development of countywide pedestrian facilities is twofold: planning and funding. Generally, to be eligible for STA pedestrian funding, a pedestrian project must be identified in a local, countywide, regional pedestrian plan or other comprehensive transportation plan. The "Solano Countywide Pedestrian Plan" inventories planned/proposed pedestrian projects for funding consideration. The Solano Bicycle and Pedestrian Program (SBPP) represents STA's funding strategy to help guide the funding of priority bicycle and pedestrian projects countywide.

Currently, the projects programmed for SBPP funding are under review by the STA Bicycle Advisory Committee (BAC) and the STA Pedestrian Advisory Committee (PAC). Both committees meet jointly to review the status of the projects and to provide funding recommendations to the STA Board. As part of this year's SBPP review, members from both committees requested a field review of the various projects currently programmed for funding.

On June 6, 2008, the STA Pedestrian Advisory Committee (PAC) participated on a field tour of the county's priority pedestrian projects. STA staff coordinated with project sponsors to meet with the PAC to provide a "hands-on" experience of the project's scope and status.

The field review was beneficial to Committee members as well as project sponsors. The event was educational and productive as participants were able to exchange new information and view proposed projects in an engaging fashion. Attachment A summarizes status of the priority pedestrian projects as visited on the facilities tour (see Attachment B for tour itinerary).

Recommendation:

Informational.

Attachments:

- A. Status Summary: Pedestrian Priority Projects Field Tour
- B. Pedestrian Projects Tour Itinerary (6/6/08)

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Solano Transportation Authority
 Priority Pedestrian Projects Status Summary
 June 16, 2008

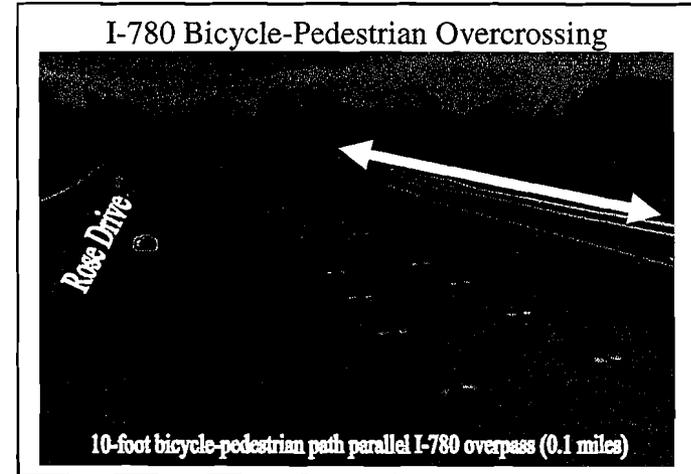
I-780 Bicycle-Pedestrian Overcrossing

Sponsor: City of Benicia

Project Type: Bicycle and Pedestrian (included in Countywide Bicycle Plan and Countywide Pedestrian Plan)

Scope: Construct 10-foot bicycle-pedestrian path along the Interstate 780 overpass.

Status: Environmental clearance is expected to be complete Fall of 2008 with construction planned for Summer 2009. Currently, the City of Benicia is waiting for a confirmation of whether the project will be awarded approximately \$500,000 in grant requests from the San Francisco Bay Ridge Trail Program. The City will also be approving a resolution expressing support for the project in the form of committing local funds if the expected grants are not awarded.



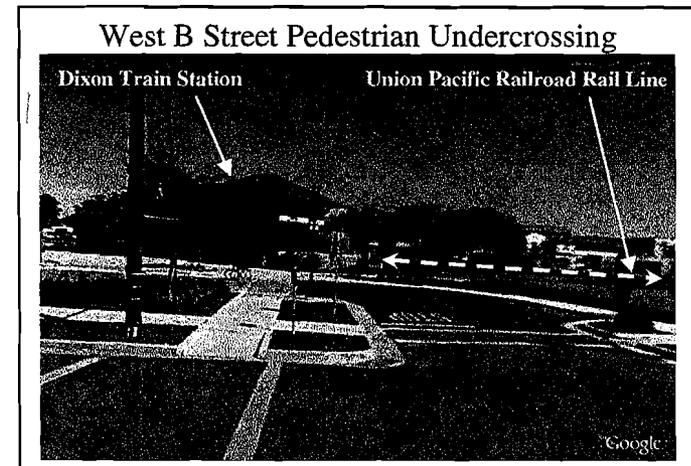
West B Street Pedestrian Undercrossing

Sponsor: City of Dixon

Project Type: Pedestrian Only (included in Countywide Pedestrian Plan)

Scope: Pedestrian undercrossing to replace existing at-grade crossing at future train station location.

Status: Preliminary engineering and design as part of the Dixon Tran Station. City is working with Union Pacific, Capitol Corridor, and STA to design the Train station for future passenger service.



260

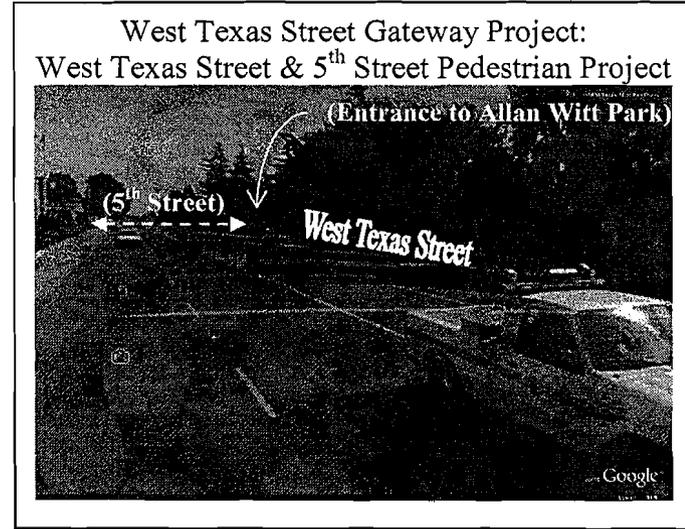
**West Texas Street Gateway Project:
West Texas Street & 5th Street Pedestrian Project**

Sponsor: City of Fairfield

Project Type: Pedestrian Only (included in Countywide Pedestrian Plan)

Scope: Improve crosswalks, handicapped access, and other streetscaping enhancements. Project is part of larger "West Texas Street Gateway Project" pedestrian corridor and crossing improvements on West Texas Street from Pennsylvania Avenue to Beck Avenue

Status: Preliminary engineering and design completion anticipated December 2008. Construction planned for April-May 2009.



261

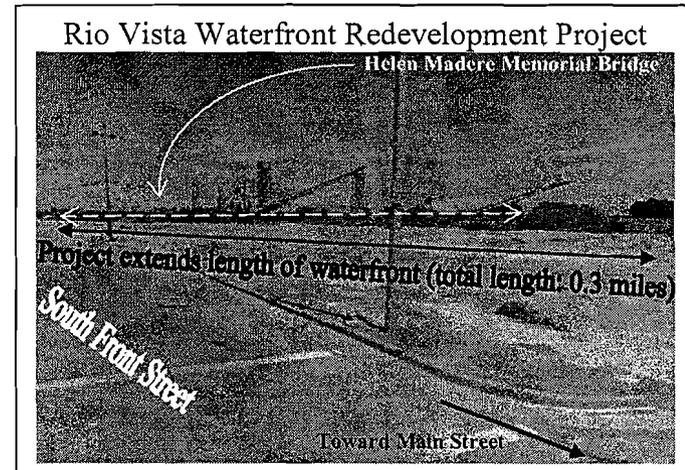
Rio Vista Waterfront Redevelopment Project

Sponsor: City of Rio Vista

Project Type: Bicycle and Pedestrian (included in Countywide Bicycle Plan and Countywide Pedestrian Plan)

Scope: City of Rio Vista owns all but 4 properties along the scope of the project. Project will connect the downtown district to developing residential communities from Main Street to approximately 0.1 miles short of Helen Madere Memorial Bridge.

Status: Project approval and environmental design (PA/ED). The city has been awarded \$300,000 over the next two years in Yolo-Solano Air Quality Management District Clean Air Funding to complete the preliminary engineering and soil-assessment for the project location.



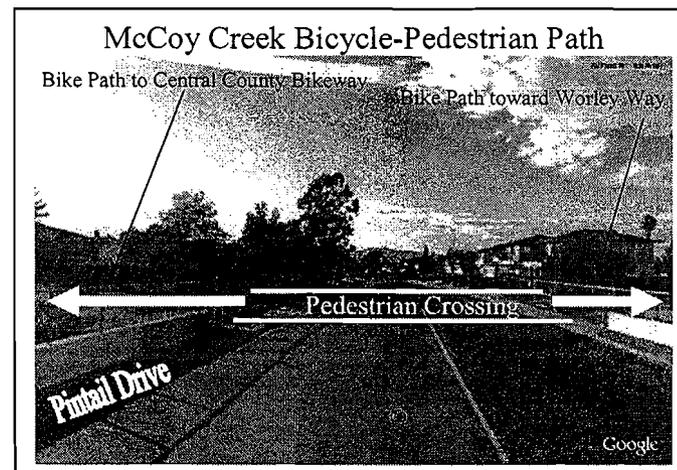
McCoy Creek Bicycle-Pedestrian Path

Sponsor: City of Suisun City

Project Type: Bicycle and Pedestrian (included in Countywide Bicycle Plan and Countywide Pedestrian Plan)

Scope: Construct two Class I bicycle-pedestrian paths along McCoy Creek connecting City of Suisun City proper at State Route 12 (SR12) to City of Fairfield.

Status: Segment Central County Bikeway (SR12) to Pintail Drive construction expected Fall 2008. City is planning to design another Class I segment north of Pintail Drive along McCoy Creek to Worley Way and potentially beyond.



Ulatis Creek Bike/Ped Path:

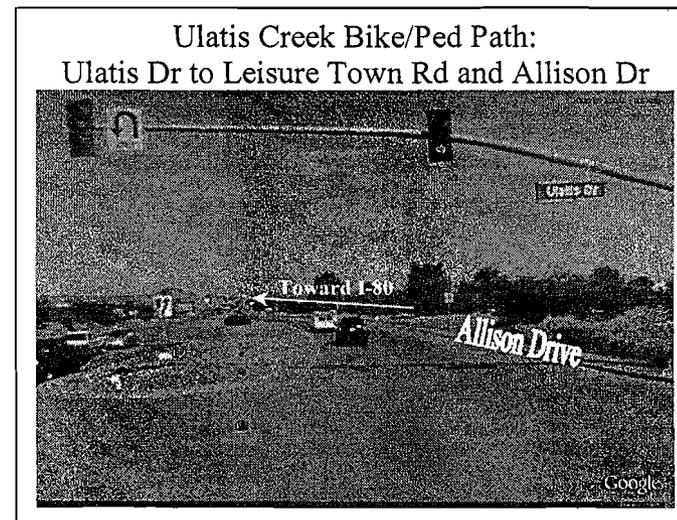
Ulatis to Leisure Town (Phase I) and Allison to I-80 (Phase II)

Sponsor: City of Vacaville

Project Type: Bicycle and Pedestrian (included in Countywide Bicycle Plan and Countywide Pedestrian Plan)

Scope: Class I multi-use connection from the Downtown creek path to under I-80 along Ulatis Drive connecting to Jepson Parkway at Leisure Town Road and eventually the Vaca-Dixon Bike Route.

Status: Preliminary engineering and design. The project is separated in three segments. A segment connecting Phase I & II, from Allison Drive to Ulatis Drive, has been completed. Vacaville is actively pursuing delivery of these projects as funding is available.



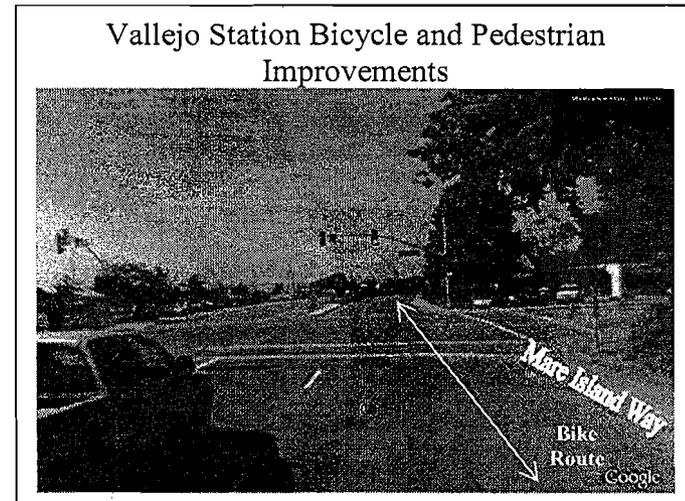
Vallejo Station Bicycle and Pedestrian Improvements

Sponsor: City of Vallejo

Project Type: Bicycle and Pedestrian (included in Countywide Bicycle Plan and Countywide Pedestrian Plan)

Scope: Class II Bicycle Lane on Mare Island Way toward Ferry Station. Improve linkages between the Vallejo Baylink ferry dock, the existing terminal building, the proposed Vallejo Station parking structure, landside transit facilities including regional bus stops, and an off-street bus transfer facility

Status: Planned



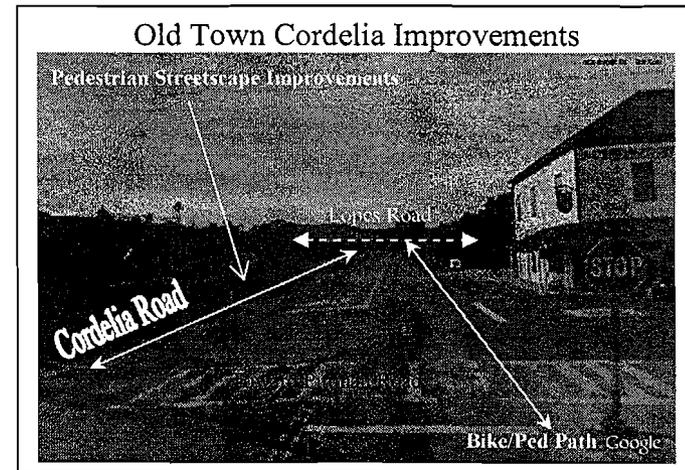
Old Town Cordelia Improvements

Sponsor: County of Solano

Project Type: Bicycle and Pedestrian (included in Countywide Bicycle Plan and Countywide Pedestrian Plan)

Scope: Improve bicycle/pedestrian access along Cordelia Road between Lopes Road and Pittman Road by constructing a pedestrian/bicycle path. Also includes gateway signs, historical markers, trees and lighting.

Status: Project approval and environmental design (PA/ED); construction anticipated Summer 2009.





PAC Travel Itinerary
Solano County Pedestrian Projects Tour
 Friday June 6, 2008
 Location: STA Parking Lot
 Departure Time: 8:00 a.m.

Traveler Information	
Traveler's Name	STA Pedestrian Advisory Committee (PAC)
Start Address	STA Parking Lot: 1 Harbor Center Suisun City, CA 94585
Travel Date	Friday June 6, 2008

STA Staff Contact (primary):
 Sara Woo, Planning Assistant
 (707) 399-3214 Direct
 (619) 623-1847 Mobile
swoo@sta-snci.com

STA Staff Contact (secondary):
 Robert Guerrero, Senior Planner
 (707) 399-3213 Direct
 (707) 424-6075 Main
rguerrero@sta-snci.com

Travel Route	
Location #1 – Rio Vista	Rio Vista City Hall
Project	Rio Vista Waterfront Project
Estimated Arrival	8:30 a.m.
Departure Time	8:45 a.m.
Meeting with	Emi Theriault, Planning Manager (15 minutes)
Note to STA Staff: Approx. 55 minutes to Vallejo	
Location #2 – Vallejo	Vallejo City Hall
Project	Ferry Station Pedestrian Improvements
Estimated Arrival	9:40 a.m.
Departure Time	9:55 a.m.
Meeting with	Gary Leach, Director of Public Works (15 minutes)
Note to STA Staff: Approx. 10 minutes to Benicia	
Location #3 – Benicia	Benicia State Recreation Area
Project	Benicia State Park Road I-780 Bike/Ped Overcrossing
Estimated Arrival	10:10 a.m.
Departure Time	10:25 a.m.
Meeting with	Michael Throne, City Engineer (15 minutes)
Note to STA Staff: Approx. 15 minutes to Solano County location, will see North Connector on the way (+10 minutes)	
Location #4 – Solano County	Cordelia Road/Ritchie Road
Project	Old Town Cordelia Bike/Ped Improvements
Estimated Arrival	10:55 a.m.
Departure Time	11:10 a.m.
Meeting with	Paul Wiese, Engineering Manager (15 minutes)

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DATE: June 26, 2008
TO: STA Board
FROM: Sara Woo, Planning Assistant
RE: Solano County Bicycle Priority Projects - Status

Background/Discussion:

The Solano Transportation Authority's (STA) role in the development of countywide bicycle facilities is twofold: planning and funding. Generally, to be eligible for STA bicycle funding, a bicycle project must be identified in a local, countywide, regional bicycle plan or other comprehensive transportation plan. The "Solano Countywide Bicycle Plan" inventories planned/proposed bicycle projects for funding consideration. The Solano Bicycle and Pedestrian Program (SBPP) represents STA's funding strategy to help guide the funding of priority bicycle and pedestrian projects countywide.

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The field review was beneficial to Committee members as well as project sponsors. The event was educational and productive as participants were able to exchange new information and view proposed projects in an engaging fashion. Attachment A summarizes status of the priority bicycle projects as visited on the facilities tour (see Attachment B for tour itinerary).

Recommendation:

Informational.

Attachments:

- A. Status Summary: Bicycle Priority Projects Field Tour
- B. Bicycle Projects Tour Itinerary (6/5/08)

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Solano Transportation Authority
 Priority Bicycle Projects Status Summary
 June 16, 2008

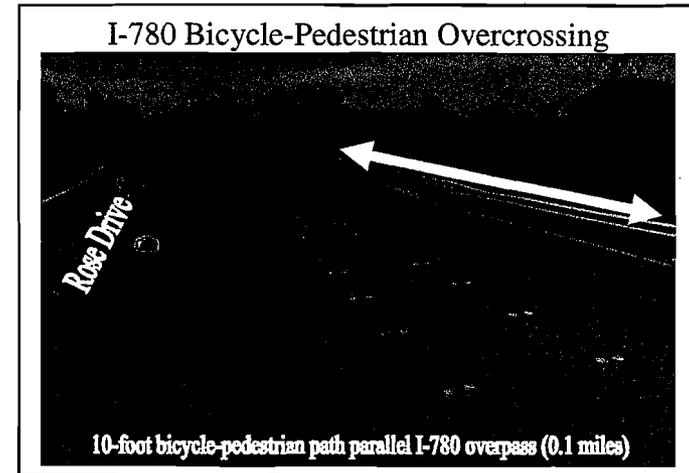
I-780 Bicycle-Pedestrian Overcrossing

Sponsor: City of Benicia

Project Type: Bicycle and Pedestrian (included in Countywide Bicycle Plan and Countywide Pedestrian Plan)

Scope: Construct 10-foot bicycle-pedestrian path along the Interstate 780 overpass.

Status: Environmental clearance is expected to be complete Fall of 2008 with construction planned for Summer 2009. Currently, the City of Benicia is waiting for a confirmation of whether the project will be awarded approximately \$500,000 in grant requests from the San Francisco Bay Ridge Trail Program. The City will also be approving a resolution expressing support for the project in the form of committing local funds if the expected grants are not awarded.



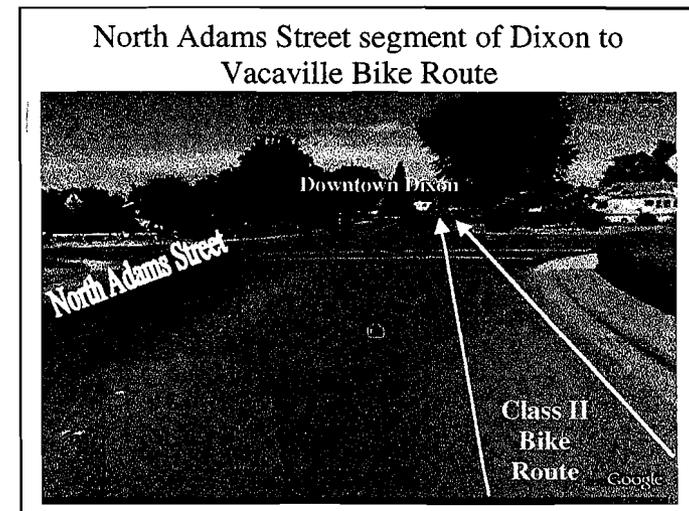
North Adams Street segment of Dixon to Vacaville Bike Route

Sponsor: City of Dixon

Project Type: Bicycle Only (included in Countywide Bicycle Plan)

Scope: Class II Bike Route

Status: Currently planned; no committed funds at this time.



268

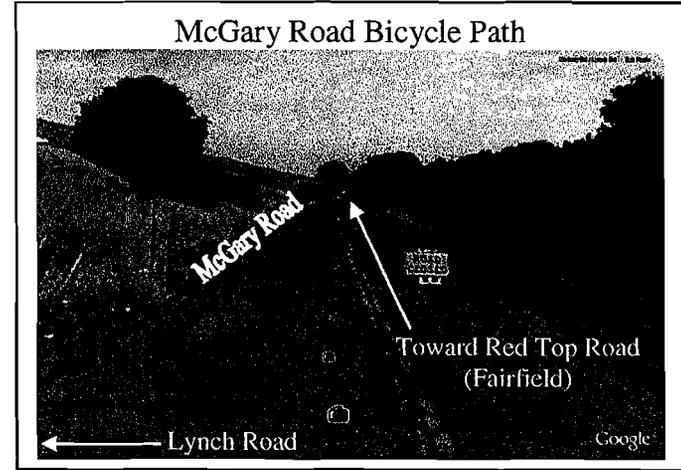
McGary Road Bicycle Path

Sponsor: City of Fairfield

Project Type: Bicycle Only (included in Countywide Bicycle Plan)

Scope: McGary Road from Red Top Road approximately to Lynch Road.

Status: Project Approval and Environmental Design (PA/ED) with construction anticipated Summer 2009. Currently, the City of Fairfield is waiting for a confirmation of whether the project will be awarded approximately \$800,000 in grant requests to fulfill its shortfall.



269

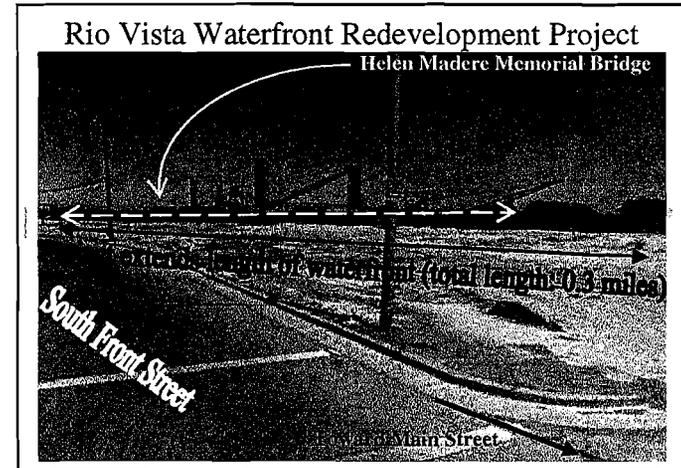
Rio Vista Waterfront Redevelopment Project

Sponsor: City of Rio Vista

Project Type: Bicycle and Pedestrian (included in Countywide Bicycle Plan and Countywide Pedestrian Plan)

Scope: City of Rio Vista owns all but 4 properties along the scope of the project. Project will connect the downtown district to developing residential communities from Main Street to approximately 0.1 miles short of Helen Madere Memorial Bridge.

Status: Project approval and environmental design (PA/ED). The city has been awarded \$300,000 over the next two years in Yolo-Solano Air Quality Management District Clean Air Funding to complete the preliminary engineering and soil-assessment for the project location.



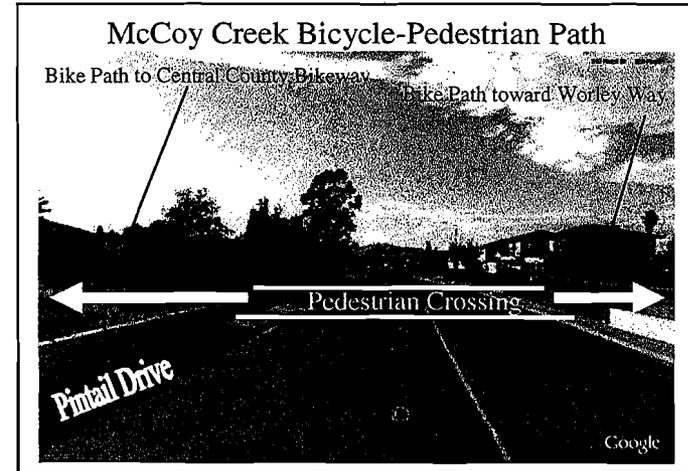
McCoy Creek Bicycle-Pedestrian Path

Sponsor: City of Suisun City

Project Type: Bicycle and Pedestrian (included in Countywide Bicycle Plan and Countywide Pedestrian Plan)

Scope: Construct two Class I bicycle-pedestrian paths along McCoy Creek connecting City of Suisun City proper at State Route 12 (SR12) to City of Fairfield.

Status: Segment Central County Bikeway (SR12) to Pintail Drive construction expected Fall 2008. City is planning to design another Class I segment north of Pintail Drive along McCoy Creek to Worley Way and potentially beyond.



270

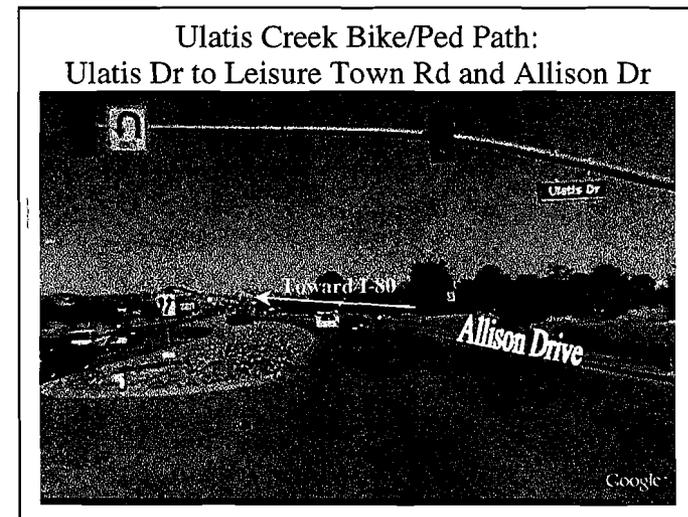
**Ulatis Creek Bike/Ped Path:
Ulatis to Leisure Town (Phase I) and Allison to I-80 (Phase II)**

Sponsor: City of Vacaville

Project Type: Bicycle and Pedestrian (included in Countywide Bicycle Plan and Countywide Pedestrian Plan)

Scope: Class I multi-use connection from the Downtown creek path to under I-80 along Ulatis Drive connecting to Jepson Parkway at Leisure Town Road and eventually the Vaca-Dixon Bike Route.

Status: Preliminary engineering and design. The project is separated in three segments. A segment connecting Phase I & II, from Allison Drive to Ulatis Drive, has been completed. Vacaville is actively pursuing delivery of these projects as funding is available.



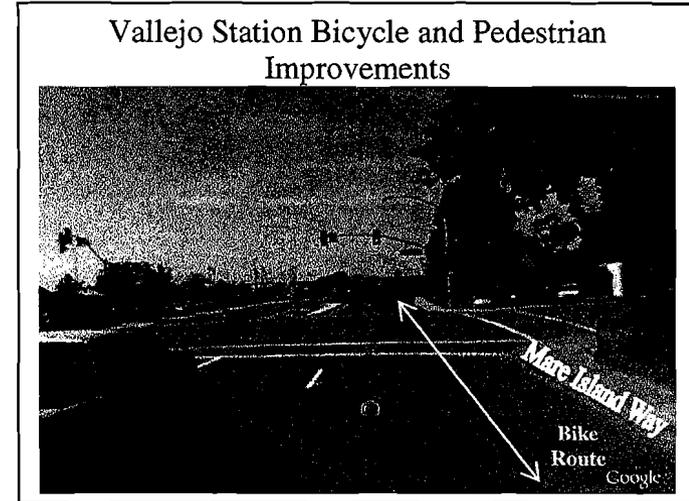
Vallejo Station Bicycle and Pedestrian Improvements

Sponsor: City of Vallejo

Project Type: Bicycle and Pedestrian (included in Countywide Bicycle Plan and Countywide Pedestrian Plan)

Scope: Class II Bicycle Lane on Mare Island Way toward Ferry Station. Improve linkages between the Vallejo Baylink ferry dock, the existing terminal building, the proposed Vallejo Station parking structure, landside transit facilities including regional bus stops, and an off-street bus transfer facility

Status: Planned



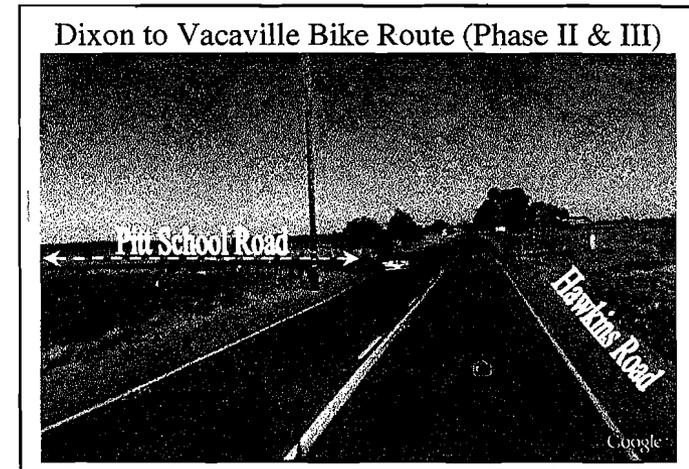
Dixon to Vacaville Bike Route (Phase II & III)

Sponsor: County of Solano

Project Type: Bicycle Only (included in Countywide Bicycle Plan)

Scope: Class II bicycle path connecting City of Vacaville to City of Dixon via Hawkins Road to Pitt School Road.

Status: Current phase has full environmental clearance and is ready for construction funding. Next phase is looking forward to design funding. Solano County is continues to actively pursue delivery of the project as funding is available (similar to the Dixon to Davis Bike Route completed in 2005)



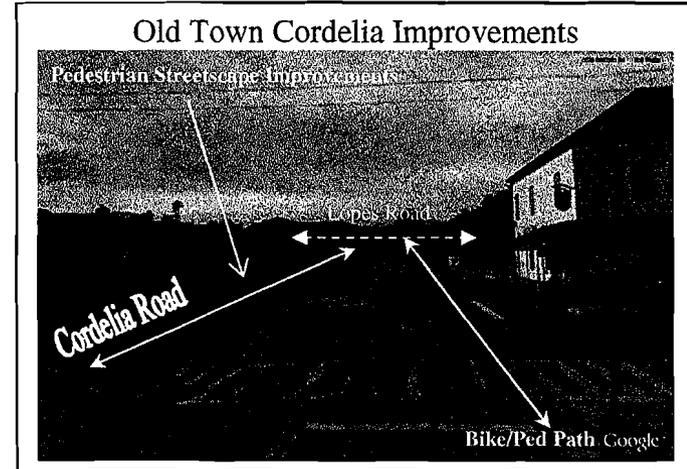
Old Town Cordelia Improvements

Sponsor: County of Solano

Project Type: Bicycle and Pedestrian (included in Countywide Bicycle Plan and Countywide Pedestrian Plan)

Scope: Improve bicycle/pedestrian access along Cordelia Road between Lopes Road and Pittman Road by constructing a pedestrian/bicycle path. Also includes gateway signs, historical markers, trees and lighting.

Status: Project approval and environmental design (PA/ED); construction anticipated Summer 2009.



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BAC Travel Itinerary
Solano County Bicycle Projects Tour
 Thursday June 5, 2008
 Location: STA Parking Lot
 Departure Time: 8:00 a.m.

Traveler Information	
Traveler's Name	STA Bicycle Advisory Committee (BAC)
Start Address	STA Parking Lot: 1 Harbor Center Suisun City, CA 94585
Travel Date	Thursday June 5, 2008

STA Staff Contact (primary):
 Sara Woo, Planning Assistant
 (707) 399-3214 Direct
 (619) 623-1847 Mobile
 swoo@sta-snci.com

STA Staff Contact (secondary):
 Robert Guerrero, Senior Planner
 (707) 399-3213 Direct
 (707) 424-6075 Main
 rguerrero@sta-snci.com

Travel Route	
Location #1 – Rio Vista	Rio Vista City Hall
Project	Rio Vista Waterfront Project
Estimated Arrival	8:30 a.m.
Departure Time	8:45 a.m.
Meeting with	Emi Theriault, Planning Manager (15 minutes)
Note: STA Staff Approx. 15 minutes to arrive	
Location #2 – Vallejo	Vallejo City Hall
Project	Ferry Station Bicycle Improvements
Estimated Arrival	9:40 a.m.
Departure Time	9:55 a.m.
Meeting with	Gary Leach, Director of Public Works (15 minutes)
Note: STA Staff Approx. 15 minutes to arrive	
Location #3 – Benicia	Benicia State Recreation Area
Project	Benicia State Park Road I-780 Bike/Ped Overcrossing
Estimated Arrival	10:10 a.m.
Departure Time	10:25 a.m.
Meeting with	Michael Throne, City Engineer (15 minutes)
Note: STA Staff Approx. 20 minutes to arrive	
Location #4 – Fairfield	McGary Road off of Red Top Road
Project	McGary Road Class III Bike Path Improvements
Estimated Arrival	10:55 a.m.
Departure Time	11:10 a.m.
Meeting with	Thanh Vuong, Associate Civil Engineer (15 minutes)

Location #5 – Suisun City		Suisun City City Hall
Project	McCoy Creek Bike/Ped Path	
Estimated Arrival	11:15 a.m.	
Departure Time	11:30 p.m.	
Meeting with	Nick Lozano, Associate Civil Engineer (15 minutes)	
LUNCH (11:30 – 12:30)		
Location #6 – Vacaville		Leisure Town Road
Project	Ulatis Creek Bike/Ped Path (both segments)	
Estimated Arrival	1:00 p.m.	
Departure Time	1:20 p.m.	
Meeting with	Ed Huestis, Transportation Manager (20 minutes)	
Location #7 – Solano County		Leisure Town Road/Hawkins Road
Project	Dixon to Vacaville Bike Route	
Estimated Arrival	1:25 p.m.	
Departure Time	1:40 p.m.	
Meeting with	Paul Wiese, Engineering Manager (15 minutes)	
Location #8 – Dixon		Parking Lot near North Adams Street
Project	Dixon to Vacaville Bike Route (at North Adams Street)	
Estimated Arrival	2:00 p.m.	
Departure Time	2:15 p.m.	
Meeting with	Jason Riley, Engineer (15 minutes)	

Itinerary Prepared By: Sara Woo, STA Planning Assistant, (707) 399-3214



DATE: June 26, 2008
 TO: STA Board
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
Federal Safe Routes to School (SRTS) Program	Joyce Parks, California Department of Transportation (Caltrans) (916) 653-6920	July 18, 2008
Non-Urbanized Area Intercity Bus Program (FTA 5311)	Dan Mundy, Caltrans (916) 657-4587	August 29, 2008
Job Access and Reverse Commute (JARC) Program (FTA 5316)	Bill Walker, Caltrans (916) 654-8222	August 29, 2008
New Freedom Program (FTA 5317)	Bill Walker, Caltrans (916) 654-8222	August 29, 2008

* New funding opportunity



FUNDING OPPORTUNITY

Federal Safe Routes to School (SRTS) Program

Application Due July 18, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the SRTS 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: State, local, regional agencies; cities and counties; non-profit organizations; schools/school districts; and Native American Tribes.

Program Description: The program is intended to improve conditions for children in kindergarten through eighth grade, to safely walk and bicycle to school.

The second FY 2007-08 call for projects is currently unknown, but anticipated for January 2008.

Funding Available: Approximately \$46 million is available for FY 2007-08; each of the twelve (12) Caltrans Districts will receive at least \$1 million; no local match, 100 percent federally reimbursed.

Eligible Projects: Infrastructure projects: capital improvements related to bicycle and pedestrian facilities
Non-infrastructure projects: programs and strategies that increase public awareness and education.

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>

Program Contact Person: Joyce Parks, Caltrans SRTS Coordinator,
(916) 653-6920
joyce_parks@dot.ca.gov

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY
Non-Urbanized Area Intercity Bus Program
(FTA 5311(f))
Applications Due August 1, 2018

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Non-Urbanized Area Intercity Bus Program (FTA 5311(f)) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors:** Public agencies, private for profit organizations, private non-profit organizations, and tribal governments
- Program Description:** The federal grant program provides funding for public transit in non-urbanized areas with a population fewer than 50,000 as designated by the Bureau of the Census.
- Funding Available:** Approximately \$2.9 million
- Eligible Projects:** Operating, capital, and/or planning projects
Examples:
- **Operating:** costs/expenses, marketing activities
 - **Capital:** accessible vans and buses, infrastructure (shelters, benches, signage, technology (i.e. transit related ITS systems such as smart cards); equipment (communication, computer hardware and software); feasibility/planning studies
- Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5311.html>
- Program Contact Person:** Dan Mundy, Branch Chief (Caltrans),
(916) 657-4587
Dan_Mundy@dot.ca.gov
- STA Contact Person:** Liz Niedziela, STA Transit Program Manager/Analyst,
(707) 424-6075
eniedziela@sta-snci.com
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FUNDING OPPORTUNITY
Job Access and Reverse Commute (JARC) Program
FY 2007-09 (FTA 5316)
Applications Due August 29, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Job Access and Reverse Commute (JARC) Program (FTA 5316) 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 transit operators.

Program Description: The Job Access and Reverse Commute (JARC) Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities.

Funding Available: \$5.6 million for small-urbanized projects;
\$2.7 million for rural projects

The maximum grant amount per project is \$200,000. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<p><u>Operating:</u></p> <ul style="list-style-type: none">• Late night/weekend service• Guaranteed ride home service• Shuttle service• Expanded fixed-route public transit routes• Demand-responsive service• Ridesharing/carpooling activities• Voucher programs	<p><u>Capital:</u></p> <ul style="list-style-type: none">• Intelligent Transportation Systems (ITS)• Promotion of operating activities• Vehicles• Mobility management activities
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Further Details: <http://www.dot.ca.gov/hq/MassTrans/5316.html>

Program Contact Person: Bill Walker, Federal Transit Grants Program Representative (Caltrans), (916) 654-9986
bill_walker_jr@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Program Manager/Analyst, (707) 424-6075
eniedziela@sta-snci.com



FUNDING OPPORTUNITY
New Freedom Program FY 2007-09
(FTA 5317)
 Application Due August 21, 2005

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the New Freedom Program (FTA 5317) 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 transit operators.

Program Description: The New Freedom Program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the Americans with Disabilities Act of 1990.

Funding Available: \$3.2 million for small-urbanized projects;
 \$1.3 million for rural projects

The maximum grant amount per project \$125,000. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<p><u>Operating:</u></p> <ul style="list-style-type: none"> • Expansion of hours for paratransit service • Enhancement of services • Voucher programs • Volunteer driver programs 	<p><u>Capital:</u></p> <ul style="list-style-type: none"> • Acquisition of accessibility equipment beyond ADA requirements • Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs • Mobility management activities
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Examples:

- AC Transit: Paratransit Inventory – \$144,000
- City of Benicia: Taxi Scrip Program Extension – \$15,000
- Contra Costa County Transportation Authority: Comprehensive Mobility Options Inventory – \$35,000

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

Program Contact Person: Bill Walker, Federal Transit Grants Program Representative (Caltrans), (916) 654-9986
bill_walker_jr@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Program Manager/Analyst, (707) 424-6075
eniedziela@sta-386.com

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DATE: June 30, 2008
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2008

Discussion:

Attached is the STA Board meeting schedule for Calendar Year 2008.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2008



STA BOARD MEETING SCHEDULE
Calendar Year 2008

(Meets on the 2nd Wednesday of Every Month)

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING -SUMMER RECESS			
September 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 12	6:00 p.m.	STA 11 th Annual Awards	TBD - City of Rio Vista	Confirmed
December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed