



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

**INTERCITY TRANSIT CONSORTIUM  
AGENDA**

**10:00 A.M., Wednesday, April 27, 2005**  
**Solano Transportation Authority**  
**One Harbor Center, Suite 130**  
**Suisun City, CA**

**ITEM**

**STAFF PERSON**

- |             |  |                    |
|-------------|--|--------------------|
| <b>I.</b>   | <b>CALL TO ORDER</b>   | John Harris, Chair |
| <b>II.</b>  | <b>APPROVAL OF AGENDA (10:00 - 10:05 a.m.)</b>   |                    |
| <b>III.</b> | <b>OPPORTUNITY FOR PUBLIC COMMENT</b>  |                    |
| <b>IV.</b>  | <b>REPORTS FROM CALTRANS, MTC, AND STA STAFF<br/>(10:05 – 10:10 a.m.)</b>  |                    |
| <b>V.</b>   | <b>CONSENT CALENDAR</b><br><i>Recommendation: Approve the following consent items in one motion.</i><br>(10:10 – 10:15 a.m.)       |                    |
| <b>A.</b>   | <b>Minutes of the Consortium Meeting<br/>of March 30, 2005– Pg. 1</b><br><i>Recommendation: Approve minutes of March 23, 2005.</i> | Johanna Masielat   |
| <b>B.</b>   | <b>STA Meeting Schedule Update - Pg. 5</b><br><i>Informational</i>   | Johanna Masielat   |
| <b>C.</b>   | <b>Funding Opportunities Summary- Pg. 7</b><br><i>Informational</i>  | Sam Shelton        |

**VI. ACTION ITEMS**

- A. Draft Service Concept and Implementation Plan for Oakland-Auburn Regional Rail Study** Dan Christians  
Recommendation:  
*Forward a recommendation to the STA Board to endorse the findings and recommendations of the Draft Service Concept and Implementation Plan for Oakland-Auburn Regional Rail Study.*  
(10:15 – 10:25 a.m.) – Pg. 14
- B. Transit Consolidation Study Preliminary Scope of Work** Elizabeth Richards  
Recommendation:  
*Recommend the STA Board:*  
  - 1. Approve the preliminary scope of work for a Transit Consolidation Study; and*
  - 2. Authorize the Executive Director to release a Request for Proposals (RFP) for a Transit Consolidation Study in an amount not to exceed \$75,000.*  
(10:25 – 10:30 a.m.) – Pg. 19
- C. Legislative Update – April 2005** Jayne Bauer  
Recommendation:  
*Forward a recommendations to the STA Board to approve the following positions:*  
  - 1. ACA 10 – Watch*
  - 2. ACA 11 – Watch*
  - 3. SB 44 – Forward to cities and counties to request comments*
  - 4. SB 172 – Watch*
  - 5. SB 1024 – Watch*  
(10:30 – 10:40 a.m.) – Pg. 22
- D. Status of Unmet Transit Needs Process for FY 2005-06** Elizabeth Richards  
Recommendation:  
*Recommend to the STA Board:*  
  - 1. Approve the responses to MTC's Unmet Transit Needs issues; and*
  - 2. Authorize the Executive Director to submit the responses to MTC.*  
(10:40 – 10:45 a.m.) – Pg. 104
- E. FY 2005-06 TDA Distribution for Solano County** Elizabeth Richards  
Recommendation:  
*Recommend to the STA Board to approve the countywide TDA Matrix for Solano County for FY2005-06.*

(10:45 – 10:55 a.m.) – Pg. 106

**F. SNCI Bus Wrap**

Elizabeth Richards

Recommendation:

*Approve the following:*

1. *Recommend to the STA Board to authorize the Executive Director to enter into a contract not-to-exceed \$30,000 to wrap a Vallejo Transit bus for at least one year to increase public awareness of SNCI programs.*
2. *Recommend to the STA to authorize the Executive Director to enter into a contract not-to-exceed \$30,000 to wrap a Fairfield-Suisun Transit bus for at least one year to increase public awareness of SNCI programs.*

(10:55 – 11:00 a.m.) – Pg. 109

**G. FY 2005-06 TFCA 40% Program Manager Funds**

Robert Guerrero

Recommendation:

*Forward a recommendation to approve a resolution authorizing the Solano Transportation Fund for Clean Air 40% Program Manager projects as specified in Attachment A.*

(11:00 – 11:05 a.m.) – Pg. 111

**H. Introduction to Safe Routes to School Plan/Phase II of Countywide Travel Safety Plan**

Jennifer Tongson

Recommendation:

*To be provided under separate cover.*

(11:05 – 11:10 p.m.) – Pg. 116

**VII. INFORMATION ITEMS**

**A. Status of Development of County Transportation Expenditure Plan (CTEP)**

Daryl Halls

Informational (11:10 – 11:15 a.m.) – Pg. 117

**B. Comments on Solano Comprehensive Transportation Plan (CTP) 2030**

Dan Christians

Informational (11:15 – 11:20 a.m.) – Pg. 119

**C. MTC RM 2 Transit Connectivity Study**

Elizabeth Richards

Informational (11:20 – 11:25 a.m.) – Pg. 140

**D. State Transit Assistance Fund (STAF) Proposed Funding Plan for FY 2005-06 and FY 2006-07**

Elizabeth Richards

Informational (11:25 – 11:30 a.m.) – Pg. 148

- E. MTC/BAAQMD Spare the Air Transit Promotion** Elizabeth Richards  
*Informational* (11:30 – 11:35 a.m.) – Pg. 151
- F. Safe Routes to Transit Program** Robert Guerrero  
*Informational* (11:35 – 11:40 a.m.) – Pg. 153 Dave Campbell
- G. SNCI Monthly Issues** Yolanda Dillinger  
*Informational* (11:40 – 11:45 a.m.) – Pg. 156
- H. Local Transit Issues** Group

## **VIII ADJOURNMENT**

The next regular meeting of the STA SolanoLinks Intercity Transit Consortium is scheduled for **10:00 a.m. on Wednesday, May 25, 2005.**



**INTERCITY TRANSIT CONSORTIUM**  
**Minutes of the meeting of**  
**March 30, 2005**

**I. CALL TO ORDER**

The regular meeting of the SolanoLinks Intercity Transit Consortium was called to order by Vice Chair Nigel Browne at approximately 10:05 a.m. in the Solano Transportation Authority Conference Room.

<b>Consortium Present:</b>	Robert Sousa	Benicia Transit
	Jeff Matheson	Dixon Rendi-Ride
	Nigel Browne	Fairfield/Suisun Transit
	Trent Fry	Vacaville City Coach

<b>Also Present:</b>	Daryl Halls	STA
	Dan Christians	STA
	Elizabeth Richards	STA/SNCI
	Robert Guerrero	STA
	Sam Shelton	STA
	Jennifer Tongson	STA
	Johanna Masiclat	STA
	Leo Flores	County of Solano
	Peter Engel	NCTPA
	Jessica Greig	Urbitran
	Nancy Whelan	Whelan and Associates

**II. APPROVAL OF AGENDA**

On a motion by Jeff Matheson, and a second by Robert Sousa, the SolanoLinks Intercity Transit Consortium approved the agenda.

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

#### **IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF**

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Robert Guerrero announced that the upcoming due date for Safe Routes to Transit (SR2T) Program will be provided at a later time by the Transportation and Land Use Coalition (TALC).

Elizabeth Richards distributed and provided information on the Regional Measure 2 Transit Connectivity Plan Scope of Work.

#### **V. CONSENT CALENDAR**

On a motion by Jeff Matheson, and a second by Robert Sousa, the SolanoLinks Intercity Transit Consortium unanimously approved the Consent Calendar.

Recommendation:

- A. Minutes of the Consortium Meeting of February 23, 2005  
Recommendation: Approve minutes of February 23, 2005.
- B. STA Meeting Schedule Update
- C. Funding Opportunities Summary

#### **VI. ACTION ITEMS**

##### **A. Subsidy Sharing Proposal for Intercity Transit Services**

Nancy Whelan reviewed and recommended a set of criteria to be used in a subsidy sharing formula for intercity transit services for Solano County. She outlined the Solano County Intercity Bus Service FY 2003-04 funding as well as reviewed the Agency Cost Sharing Agreements and the Summary of Subsidy Allocation Factors.

Recommend the following:

1. Review and recommend to the TAC and Board a set of criteria to be used in a subsidy sharing formula for intercity transit services.
2. Request STA staff collect available data from intercity transit operators and other sources to test Option 1, the formula using ridership and vehicle miles.
3. Request STA staff present the outcome of the formula using available data to the Consortium, TAC, STA Board, and local jurisdictions involved in the intercity transit service for review and approval.

On a motion by Robert Sousa, and a second by Jeff Matheson, the SolanoLinks Intercity Transit Consortium approved the recommendation.

**B. Lifeline Transportation Funding**

Elizabeth Richards reviewed MTC's proposed process for distribution of Lifeline Transportation funds in Solano County for FY 2005-06 through FY 2007-08. She cited the first Call for Projects from the CMAs for Lifeline Funding would be in January 2006 presuming the issue to reimburse the administrative costs for the Lifeline Program is resolved.

Recommendation:

Forward a recommendation to the STA Board to authorize the STA to accept management of the Regional Lifeline Program for Solano County subject to MTC providing administrative funds to offset the cost to manage the program.

On a motion by Jeff Matheson, and a second by Nigel Browne, the SolanoLinks Intercity Transit Consortium approved the recommendation.

**VII. INFORMATION ITEMS**

**A. Summary of STA Board Policy Direction Pursuant to Issues Presented and Discussed at STA Board Retreat of February 17, 2005**

Daryl Halls provided a summary of a list of specific recommendations and proposed next steps for consideration by the STA Board at their meeting of March 9, 2005.

**B. Status of Transit Consolidation Study**

Elizabeth Richards outlined and reviewed the initial draft of potential goals and criteria to guide the implementation and development of the Transit Consolidation Study.

**C. Legislative Update – Proposed FFY 2006 Federal Budget and TEA-21 Reauthorization Update**

Dan Christians provided an update to the President's proposed budget for FY 2006 that was released in February 2005 and the progress on reauthorization of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) proposal.

**D. Progress Report for SR 12 Transit Corridor Study**

Jessica Greig, Urbitran Transportation Engineer, provided a progress report to the SR 12 Transit Corridor Study. She summarized the existing conditions report (March 2005) and presented key findings from recent plans and studies, information on area transit operations and intercity routes, and the demographic characteristics, and travel behavior patterns in Solano and Napa Counties.

**E. Status Report on Countywide TLC Planning Grants for FY 2004-05 and FY 2005-06**

Robert Guerrero reviewed the planning budget and process of the five TLC grant applications submitted by the cities of Benicia, Fairfield, Rio Vista, Suisun City, and Vacaville for a total requested amount of \$215,000.

- F. 2005 Solano Congestion Management Program (CMP) Schedule Update**  
Sam Shelton outlined the development schedule of the 2005 CMP with a deadline to submit current LOS calculations by June 1, 2005 and the final CMP to MTC in October 2005.
- G. TDA and Gas Allocations**  
Daryl Halls reviewed the proposed member agency contributions for both TDA and gas tax for FY 2005-06 including the estimates for FY 2005-06 and the adjustments for FY 2004-05. He outlined the calculations for computing the FY 2005-06 contributions and the adjustments for FY 2004-05 as well as fund estimates for FY 2005-06 TDA contributions based on the MTC Fund Estimate dated February 23, 2005.
- H. Federal FY 2004-05 Obligation Status**  
Jennifer Tongson reviewed MTC's list of STP and CMAQ projects for FY 2004-05 (as of February 28, 2005). She cited that projects programmed in FY 2004-05 with STP and CMAQ federal funds must have the request for obligation to Caltrans by Friday, April 1, 2005.
- I. MTC/BAAQMD Spare the Air Transit Promotion**  
Elizabeth Richards outlined the proposed conditions for participating in the campaign which included a plan on how to accommodate a potential 10% increase in ridership that a secure communications strategy, and evaluation reporting plan. She cited that the participating transit operators would be reimbursed for passenger fares lost on Spare the Air Days at specified amounts.
- J. SNCI Monthly Issues**  
Elizabeth Richards provided an update to the Napa and Solano transit schedule status, Partnership's Regional Transit Marketing Committee (RTMC), Welfare to Work (Solano), promotions and events.
- K. Local Issues**  
Fairfield/Suisun Transit's Nigel Browne reported on staff issues.  
Benicia Transit, Dixon Redit-Ride, and Vacaville City Coach had none to report.

**IX. ADJOURNMENT**

The meeting was adjourned at approximately 11:40 a.m. The next meeting is scheduled for **Wednesday, April 27, 2005 at 10:00 a.m.** in the STA Conference Room.



DATE: April 20, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Johanna Masiclat, Acting Clerk of the Board  
RE: STA Meeting Schedule Update

**Background:**

Attached is the updated STA meeting schedule for the calendar year 2005 that may be of interest to the Consortium.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. 2005 STA Meeting Schedule



**STA BOARD  
2005 MEETING SCHEDULE**

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
April 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
May 18	5:30 p.m.	Transit Committee	STA Conference Room	X
May 25	9:00 a.m.	Arterials, Highways and Freeways Committee	STA Conference Room	X
	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
May 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
	9:30 a.m.	Alternative Modes Committee	TBD	X
June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
June 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
August 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
September 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
November 9	6:00 p.m.	STA Board Meeting/STA Annual Awards	TBD - Dixon	X
November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X

Updated: 4/22/2005  
jm



DATE: April 21, 2005  
 TO: SolanoLinks Intercity Transit Consortium  
 FROM: Sam Shelton, 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.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
San Francisco Bay Trail Grant Program	Maureen Gaffney, Bay Trail (510) 464-7909	<b>Open until all funds are allocated</b>
Land Water Conservation Fund (LWCF)	Richard Rendon, CA Parks - Office of Grants & Local Services, (916) 651-7600	<b>May 2, 2005</b>
TDA Article 3 - Supplemental Call for Projects	Robert Guerrero, STA (707) 424-6014	<b>May 13, 2005</b>
Regional Transportation Fund for Clean Air Program (60% Regional Funds)	Karen Chi, BAAQMD, (415) 749-5121	Workshop May 17, 2005 <b>Due June 30, 2005</b>
Safe Routes to School (SR2S) Program	Lisa Villareal, Caltrans (510) 286-5226	<b>June 30, 2005</b>
Safe Routes to Transit (SR2T) Program	Amber Crabbe, TALC (510) 740-3105	Workshop February 25, 2005 <b>Due July, 2005</b>



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*FUNDING OPPORTUNITY:*

**San Francisco Bay Trail Grant Program**

The application period is open until all funds are allocated

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TO: SolanoLinks Intercity Transit Consortium

FROM: Sam Shelton, Planning Assistant

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

Eligible Project Sponsors: Cities, counties, special districts, state government agencies, federal government agencies, land trusts, non-profit organizations are eligible to apply.

Program Description: This is a grant program to aid in trail planning and construction projects that complete gaps in the Bay Trail.

Funding Available: \$3,800,000 is available from Proposition 40 to fund projects that complete the Bay Trail. There is no minimum or maximum grant. Previous grants range from \$14,000 to \$500,000.

Eligible Projects: Maximize development of new trail miles by:

- Planning Studies
- Trail Design Work
- Feasibility Studies
- Construction of new Bay Trail Segments and associated amenities (50% match is competitive for construction)

Previously awarded Solano Projects:

- Benicia State Recreation Area Bay Trail (\$100,000)
- Solano Countywide Trails Plan (\$46,000)

\* Mitigation projects and permit work are not eligible. Projects funded under this grant must be able to demonstrate that all proposed work will be completed by no later than **June 30, 2007**.

Funding Contact: Maureen Gaffney, Bay Trail, (510) 464-7909

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075  
[sshelton@sta-snci.com](mailto:sshelton@sta-snci.com)

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*FUNDING OPPORTUNITY:*

**Land Water Conservation Fund (LWCF)**

Applications Due May 2, 2005

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TO: SolanoLinks Intercity Transit Consortium

FROM: Sam Shelton, Planning Assistant

This summary of the Land Water Conservation Fund 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, counties and districts are eligible to apply.

Program Description: Outdoor recreation facilities grant

Funding Available:

- \$1.68 million for Northern CA local agencies
- Maximum grant per project is \$210,000
- Dollar for dollar match required.

Eligible Projects:

- Outdoor Recreation Facilities
- Trails and Bike Trails
- Picnic & Campgrounds, Zoos, Event Areas, Pools
- Parks & Playground equipment

Previously Funded Projects:

- FY 2003/04, Central County Bikeway, City of Suisun City, \$85,250
- FY 1999/00, Centennial Park Trail, City of Vacaville, \$101,900

\* Most funded projects are park projects, not bike trails.

Funding Contact: Richard Rendon, California State Parks - Office of Grants & Local Services, (916) 651-7600  
[rrend@parks.ca.gov](mailto:rrend@parks.ca.gov)  
<http://www.parks.ca.gov>

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075  
[sshelton@sta-snci.com](mailto:sshelton@sta-snci.com)

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*FUNDING OPPORTUNITY:*

**TDA Article 3 - Supplemental Call for Projects**

Applications Due May 13, 2005

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TO: SolanoLinks Intercity Transit Consortium

FROM: Sam Shelton, Planning Assistant

This is a summary of the STA's TDA Article 3 - Supplemental Call for Projects. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: STA member agencies

Program Description: 2% of the state's remaining TDA funds are dedicated to funding bicycle and pedestrian projects.

Funding Available: \$177,000 of \$256,000 of the remaining FY 2005/2006 is available.

Eligible Projects: PUC 99233.3  
"...facilities provided for the exclusive use of pedestrians and bicycles..."

Projects are eligible if listed as

- *Phase I Projects* in the Countywide Bicycle Plan or
- *Priority Projects in Table 2.1* in the Countywide Pedestrian Plan.

Further Details: Please attend the next **Joint Bicycle and Pedestrian Advisory Committee** meeting tentatively scheduled for **May 19, 2005** to present your projects.

STA Contact Person: Robert Guerrero, Associate Planner, 707.424.6014

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*FUNDING OPPORTUNITY:*

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

Applications Due June 30, 2005

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TO: SolanoLinks Intercity Transit Consortium

FROM: Sam Shelton, Planning Assistant

This summary of the Regional Transportation Fund for Clean Air Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities of Benicia, Fairfield, Suisun, and Vallejo, the County of Solano, school districts and universities in the Bay Area Air Basin.

Program Description: This is a regional air quality program to provide grants to local and regional agencies for clean air projects.

Funding Available: Approximately \$10 million is available for FY 05/06. Eligible projects must be between \$10,000 to \$1,000,000. Projects over \$100,000 require 20% match.

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

Further Details: Workshop for project applicants Tuesday, May 17, 2005 at 9:30 am at BAAQMD.  
Bay Area Air Quality Management, District Office  
939 Ellis Street  
San Francisco, CA 94109

Funding Contact: Karen Chi, BAAQMD, (415) 749-5121

STA Contact Person: Robert Guerrero, Associate Planner, 707.424.6014

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**FUNDING OPPORTUNITY:**

**Safe Routes to School (SR2S) Program**

Applications Due June 30, 2005

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TO: SolanoLinks Intercity Transit Consortium

FROM: Sam Shelton, Planning Assistant

This summary of the Safe Routes to School (SR2S) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and counties are eligible to apply.

Program Description: This program encourages additional students to walk and bike by constructing facilities that enhance the safety for pedestrians and bicyclists.

Funding Available: \$24-\$28 million is estimated to be available over the next three years. The maximum grant per project is \$450,000 with a 10% local match.

Eligible Projects: Pedestrian & bicycle facilities, traffic calming devices, traffic control devices, public outreach & education.  
\* Education, enforcement or encouragement activities must not exceed 10% of the project construction costs. Crossing guards are ineligible for funding.

Previously Funded Projects:

- FY 2004/2005: *Fairfield* - sidewalk improvements, curb cuts and crossing improvements - \$53,100 grant.
- FY 2002/2003: *Vacaville* - active school zone radar signs and other school crossing signs - \$178,200 grant. *Solano County* - curb, gutter, sidewalks and curb ramps - \$81,000 grant.

Funding Contact: Lisa Villareal, Caltrans District 4 Local Assistance  
(510) 286-5226, [Lisa.Villareal@dot.ca.gov](mailto:Lisa.Villareal@dot.ca.gov)

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075  
[sshelton@sta-snci.com](mailto:sshelton@sta-snci.com)

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*FUNDING OPPORTUNITY:*

**Safe Routes to Transit (SR2T) Program**

Call for projects in late April  
Applications due July, 2005

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TO: SolanoLinks Intercity Transit Consortium

FROM: Sam Shelton, Planning Assistant

This summary of the Safe Routes to Transit (SR2T) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties in the Bay Area.

Program Description: This program promotes bicycling and walking to transit stations.

Funding Available: \$4 million will be allocated on 2-year cycles on a competitive grant basis from Regional Measure 2 funds (\$20 million available over the next 10 years).

Eligible Projects:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit stations/stops/pods
- Removal of ped/bike barriers near transit stations
- System wide transit enhancements to accommodate bicyclists or pedestrians

Projects must have a "bridge nexus," meaning that SR2T projects must reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods.

Further Details: Program kick-off meeting, February 25, 2005.  
Contact Amber Crabbe ([amber@transcoalition.org](mailto:amber@transcoalition.org)) or  
Dave Campbell ([dcampbel@lmi.net](mailto:dcampbel@lmi.net)).  
Call for projects April 2005.  
[http://www.transcoalition.org/c/bikeped/bikeped\\_saferoutes.html](http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html)

Program Contact Person: Amber Crabbe, (510) 740-3105, [amber@transcoalition.org](mailto:amber@transcoalition.org)

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

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DATE: April 21, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Draft Service Concept and Implementation Plan for Oakland-Auburn Regional Rail Study

**Background:**

Since July 2003, the Oakland-Auburn Regional Rail Study (the follow-up study to the Dixon – Auburn and Solano – Contra Costa Commuter rail studies) has been underway. Planning for the service is being spearheaded by a task force headed by agencies representing the five counties through which Regional Rail service would operate (Placer, Sacramento, Yolo, Solano, and Contra Costa), plus the Capitol Corridor Joint Powers Authority (CCJPA), the Bay Area Rapid Transit District (BART), the Union Pacific Railroad (UP), Caltrans, and representatives of interested communities in the corridor.

A five member Steering Committee, including Dixon Mayor Mary Ann Courville and four other elected officials from each of the participating counties, and a technical advisory committee, including staff from each of the participating agencies, have been managing the project study.

**Discussion:**

On April 13, 2005, the Policy Review Draft for the Oakland-Auburn Regional Rail Study, "Service Concept and Implementation Plan" was released for review and comment by the Steering Committee and the study's TAC. The concept plan proposes a new regional rail (commuter) service in the corridor extending from Auburn to Oakland. The new service would augment existing Capitol Corridor intercity service by providing additional peak period capacity between Sacramento and the Bay Area regions. The two services (Capitol Corridor and Regional Rail) would utilize the same equipment, staff, and fare structure, and would provide seamless and expanded service for the riding public.

***COMPLETED TASKS***

Preparation of the Regional Rail Service Concept and Implementation Plan included the following tasks:

1. Definition of conceptual operating plans and costs;
2. Definition of improvements to mitigate adverse effect on existing UP and CCJPA service;
3. Estimation of costs for trackwork, systems, rolling stock, other capital investment needs;
4. Review of current funding availability and definition of a conceptual funding strategy;
5. Development of a phased implementation plan in order to match available funding;
6. Estimation of Regional Rail ridership;
7. Evaluation of alternative institutional and local cost-sharing arrangements; and

## 8. Development of an implementation/action plan for near-term and long-term objectives.

The results of these tasks are documented in the Final Report (see enclosure to TAC and Consortium packets).

### ***SERVICE PLAN***

A service plan (timetable) has been developed that provides for five (5) new weekday peak period roundtrip trains (i.e. regional rail boardings mainly occurring between about 6:00 a.m. to 8:00 a.m. and 3:00 p.m. to 5:00 p.m.), serving nineteen (19) stations between and including Bowman (five miles east of Auburn), Sacramento and Oakland. When mixed with the Capitol Corridor trains, 30-minute intervals (headways) are provided during peak periods in both directions. Regional Rail equipment, staff, and fares will match those of the Capitol Corridor service, and thus both services will appear as a single, unified operation to the riding public.

The total cost of operating and maintaining the Regional Rail service will be approximately \$15.5 million annually, in 2004 dollars, including fees paid to the Union Pacific and Amtrak, vehicle and station maintenance, and administrative expenses.

### ***CAPITAL IMPROVEMENTS***

Capital improvements necessary to initiate Regional Rail operations will include eight mainline capital improvement projects, identified to mitigate increased rail congestion arising from the introduction of new Regional Rail service in the corridor. The Regional Rail service will require six trainsets of equipment, equivalent to six locomotives and 30 coaches of various types. New and expanded maintenance layover capabilities will be located at the existing Amtrak Oakland maintenance facility and the new Bowman station, and a location east of Sacramento to be determined.

### ***SERVICE PHASING AND STATIONS***

Phase 1 of the Regional Rail Study (2010) initially assumes that four regional rail trains would be operating (plus Capitol Corridor trains) and these trains would stop at all existing and planned Capitol Corridor stations. The next Capitol Corridor station being planned in Solano County, the Fairfield/Vacaville Intermodal Station at the intersection of Peabody and Vanden Road, is proposed to be completed and operating as part of this initial phase of regional rail service. Improvements at the station, including access, shelters, platforms, parking and additional passenger improvements, are being designed to accommodate all Capitol Corridor trains as well as the commuter-oriented trains proposed in the Oakland-Auburn Regional Rail Study.

Phase 2 (2015) of the plan proposes five regional rail trains would be operating and assumes that the new Dixon Multimodal Station will be completed to accommodate all regional rail trains. But this station may also be able to provide additional limited service from some of the non-peak period eastbound Capitol Corridor trains as well, depending on train capacity and the effects on the overall Capitol Corridor schedule and travel times.

Phase 3 (2020) of the service plan calls for additional new stations at Benicia, Bowman, Antelope, Swanston, and West Sacramento, including 750 new parking spaces at existing Capitol Corridor stations. The study proposes that these new stations would receive peak period service from the five regional rail trains, but not from the regular intercity Capitol Corridor trains

The cost to improve each of new and expanded stations (i.e. parking, access, platforms, grade separations, shelters, etc.) is recommended to be the responsibility of the local entity or project sponsor.

***RIDERSHIP***

Regional rail weekday ridership (boardings) is expected as follows:

<u>Phase</u>	<u>Regional Rail Boardings</u>
Phase 1 (2010):	972
Phase 2 (2015)	2,883
Phase 3 (2020)	6,908

After combining the ridership for both regional rail trains (5 daily roundtrips) with the increased Capitol Corridor trains (18 daily roundtrips), annual boardings are expected to increase from the current approximately 1.3 million boardings to approximately 3.6 million annual boardings by 2020.

***COSTS AND FUNDING***

The costs associated with the regional rail investments are (in 2004 dollars):

<u>Capital Projects</u>	<u>Costs</u>
Trackwork and Systems	\$124,400,000
Rolling Stock	\$ 97,300,000
Maintenance Facilities	\$ 61,900,000
Stations and Parking	\$ 96,400,000
<b>TOTAL</b>	<b>\$380,000,000</b>

Federal funding applicable to the Regional Rail service has been requested in the pending TEA-21 federal transportation reauthorization bill. Identifying one or more Congressional sponsors for Regional Rail project funding has been a top funding priority of the project sponsors. Currently the service is listed in the House version of the pending federal transportation bill, but there is no dollar amount attached to the project yet.

State Transportation Improvement Program (STIP) funds including both Interregional Transportation Improvement Program, (ITIP) and Regional Transportation Improvement Program (RTIP) funds have previously been programmed for various track and station improvements along the Capitol Corridor (including the Bahia Viaduct siding project near Benicia, and the Fairfield/Vacaville and Benicia Intermodal Stations). However, the study assumes that the current state budget condition makes it highly unlikely that new STIP funds will be available in the 2006 cycle for this project or any of the stations. This means that the next opportunity for programming STIP funds may be the 2008 cycle, when money might be available for the 2009/10 and 2010/11 fiscal years.

Programming the next cycle of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds through TEA-21 Reauthorization is the next best opportunity to secure new funds for starting up Regional Rail service for both regions.

In total, the proposed allocation of project capital funding responsibility is proposed:

Federal Discretionary:	37%
State Discretionary:	6%
CCJPA (Share of Maintenance Facilities)	4%
Locally-Controlled Funds	<u>53%</u>
(Including federal and state formula grants, and local funds)	100%

Two options to provide for a Cost Allocation formula to split the local match between the five counties have been discussed including:

- Sum of Population and Employment projections for each of the five counties
- Projected boardings at each planned station for each county

No specific cost allocation formula has been selected for the study yet and the pros and cons of each option will be further reviewed and evaluated before any formula is selected.

***NEXT STEPS***

The next steps include:

	<u>Date</u>
Regional Rail Steering Committee Endorses Draft Concept Plan	TBD
STA Transit Committee Reviews and Comments on Draft Concept Plan	May 18, 2005
STA Board Reviews and Comments on Draft Concept Plan	June 8, 2005

After the study is reviewed and endorsed by each of the project sponsors, a number of additional near and long-term objections and tasks are recommended (see pages 62 and 63 of Draft Concept Plan). Major future tasks will include:

- Establish an appropriate institutional structure to guide and support the project
- Negotiate a five-party Memorandum of Understanding (MOU) between the project sponsors)
- Secure necessary federal, state and locally controlled funds
- Negotiate with the Union Pacific Railroad to permit operation of regional rail service above that allowed under the existing CCJPA/UP contract

**Fiscal Impact:**

The STA's contribution to the study has been from State Transit Assistance Funds (STAF). Currently, there is no additional cost on the STA's General fund beyond the approximately \$72,765 STA has previously committed to the study since July 2003. However, there may be some additional cost for the track capacity modeling work which may result is some additional expenditure to the STA (i.e. \$3,000) to complete the study during 2004-05. STA will continue to work with each of the project sponsors to plan and implement each of the three new stations planned in Solano County as funding opportunities become available.

**Recommendation:**

Forward a recommendation to the STA Board to endorse the findings and recommendations of the Draft Service Concept and Implementation Plan for the Oakland-Auburn Regional Rail Study.

Separate Enclosure:

- A. Policy Review Draft for the Oakland-Auburn Regional Rail Study, “Service Concept and Implementation Plan,” dated April 13, 2005.



DATE: April 19, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Transit Consolidation Study Preliminary Scope of Work

**Background:**

In Solano County, each City and the County fund and/or operate transit services. This includes local and intercity transit services as well as general public and ADA paratransit services. A subsidized taxi program and other special transportation services are also funded with local transit funds and operated through local jurisdictions. Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed.

Evaluating the benefits and options for transit consolidation was a topic on the recent STA Board Retreat agenda. The item was thoroughly discussed by Board members who expressed interest in transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be addressed.

The Board also gave suggestions and direction pertaining to the process and scope of work for the study. This included evaluating full consolidation of all transit services with options to peel off specific or local services, an option with no changes to existing services, and providing an option for local agencies to opt in or opt out of a recommended consolidation of transit service.

In March, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study. This action also included direction to develop goals and objectives prior to the development of a scope of work. Draft goals and objectives were presented to the Consortium and TAC in March and approved by the STA Board, with one change in April (Attachment A).

**Discussion:**

Using the Board approved criteria and principles a preliminary scope of work is being prepared. It will be forwarded to the Consortium and TAC prior to the April 27 meetings.

**Fiscal Impact:**

This study will be funded with \$75,000 of STAF funds that have been allocated for this purpose in FY04/05 and FY05/06.

**Recommendation:**

Recommend the STA Board:

- 1) Approve the preliminary scope of work for a Transit Consolidation Study; and
- 2) Authorize the Executive Director to release a Request for Proposals (RFP) for a Transit Consolidation Study in an amount not to exceed \$75,000.

Attachment:

- A. Goals and Criteria for Solano Transit Consolidation
- B. Preliminary Scope of Work (Supplemental)

**SOLANO TRANSPORTATION AUTHORITY**

**TRANSIT CONSOLIDATION STUDY**

**STA Board Goals and Criteria**

Scope of Consolidation Study:

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

Potential Goals of Consolidation:

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

Potential Criteria for Evaluating Consolidation Options:

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



DATE: April 19, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update – April 2005

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 12, 2005, the STA Board adopted its 2005 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities. On February 7, 2005, members of the STA Board's Executive Committee traveled to Sacramento to meet with Solano County's State Legislative representatives. On February 9, 2005, the STA Board unanimously adopted positions of support for the following two state legislative bills:

1. ACA 4 (Plescia and Harman) – Proposes to eliminate the legislative authority to suspend Proposition 42 funds due to a fiscal emergency.
2. ACA 7 (Nation) – Proposes to lower the voting threshold for passing local option sales taxes from 66.7% to 55%.

**Discussion:**

April is the time when the Legislature begins the daunting task of considering the many bills introduced (over 2,000). STA is responsible for watching legislative activity closely, as positions are still in the formulative stages. A current Legislative Matrix is included as Attachment E.

STA staff has recently analyzed the following bills:

**ACA 10 (Nunez).** The introduction of this transportation investment fund bill by the Speaker of the House is a strong indication of Assembly democrats' desire to make preservation of Proposition 42 funds a top priority in 2005. The Speaker and his staff are still developing the details of this proposal.

ACA 10 is addressed by the STA 2005 Legislative Priorities and Platform, Priority Number 7:

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

**ACA 11 (Oropeza).** This transportation fund loan bill would put specific limits in place for the suspension of Proposition 42 funds by the Legislature and the Governor. This is a bill to watch as it develops.

ACA 11 is addressed by the STA 2005 Legislative Priorities and Platform, Priority Number 7:

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

**SB 44 (Kehoe).** This bill proposes amending the Government Code relating to General Plans. It is basically a statewide expansion of AB 170 (Reyes, 2003) which previously amended the Government Code to mandate that cities and counties in the San Joaquin Valley Air Pollution Control District must amend the relevant elements of their general plans to attempt to improve air quality. Air Quality Districts do not receive any expanded regulatory powers from this bill. The bill leaves much discretion in the hands of the cities and counties as to how aggressive they wish to pursue air quality improvement through land use planning. It will also require an enormous amount of cooperation between city and county planners, congestion management agencies, and air quality districts.

SB 44 is addressed by the STA 2005 Legislative Priorities and Platform Section I, Item 8:

- *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 172 (Torlakson).** This bill to change toll bridge seismic retrofit reporting requirements would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.

While SB 172 is not directly addressed by the STA 2005 Legislative Priorities and Platform, Priority Number 6 states:

- *Monitor the progress of the \$3 bridge toll, support the implementation of Regional Measure 2 funded projects, and oppose efforts to divert RM 2 funds from the RM 2 expenditure plan to cover cost increases on the Bay Bridge.*

**SB 1024 (Perata).** This bill would enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval.

While SB 1024 is not directly addressed by the STA 2005 Legislative Priorities and Platform, Priority Number 6 states:

- *Monitor the progress of the \$3 bridge toll, support the implementation of Regional Measure 2 funded projects, and oppose efforts to divert RM 2 funds from the RM 2 expenditure plan to cover cost increases on the Bay Bridge.*

**Recommendation:**

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

1. ACA 10: Watch
2. ACA 11: Watch
3. SB 44: Forward to cities and counties to request comments
4. SB 172: Watch
5. SB 1024: Watch

**Attachments:**

- A. Analysis of ACA 10
- B. Analysis of ACA 11
- C. Analysis of SB 44
- D. Analysis of SB 172 and SB 1024
- E. Legislative Matrix, April 2005
- F. STA's 2005 Legislative Priorities and Platform

## STA Legislative Analysis

**Legislation:** ACA 10 – Transportation Investment Fund  
(Introduced by Speaker of the House Nunez)

**Background:**

This is the Assembly Speaker's proposal to protect Proposition 42. This is considered a "spot" bill since very little detail is available in the bill in its current form. However, two weeks ago the Speaker laid out a package of long-term transportation funding solutions. This bill will most likely not move in its current form, however it could be amended to include a part of the Speaker's overall package.

**Solano County Impact:**

More time is needed to allow this legislation to be fleshed out in more detail.

**Recommendation:**

Staff recommends a watch position at this time for ACA 10.

## CURRENT BILL STATUS

MEASURE : A.C.A. No. 10  
AUTHOR(S) : Nunez.  
TOPIC : Transportation Investment Fund.  
HOUSE LOCATION : ASM

TYPE OF BILL :  
Active  
Non-Urgency  
Non-Appropriations  
2/3 Vote Required  
Non-State-Mandated Local Program  
Non-Fiscal  
Non-Tax Levy

LAST HIST. ACT. DATE: 02/16/2005  
LAST HIST. ACTION : From printer. May be heard in committee March 18.

TITLE : A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 1 of Article XIX B thereof, relating to transportation.

COMPLETE BILL HISTORY

BILL NUMBER : A.C.A. No. 10  
AUTHOR : Nunez  
TOPIC : Transportation Investment Fund.

TYPE OF BILL :

Active  
Non-Urgency  
Non-Appropriations  
2/3 Vote Required  
Non-State-Mandated Local Program  
Non-Fiscal  
Non-Tax Levy

BILL HISTORY

2005

Feb. 16 From printer. May be heard in committee March 18.

Feb. 15 Read first time. To print.

BILL NUMBER: ACA 10      INTRODUCED  
BILL TEXT

INTRODUCED BY    Assembly Member Nunez

FEBRUARY 15, 2005

A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 1 of Article XIX B thereof, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 10, as introduced, Nunez.    Transportation Investment Fund.

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

This measure would make a nonsubstantive change to these provisions.

Vote: 2/3. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

Resolved by the Assembly, the Senate concurring, That the Legislature of the State of California at its 2005-06 Regular Session commencing on the sixth day of December 2004, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California, that the Constitution of the State be amended as follows:

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

SECTION 1. (a) For the 2003-04 fiscal year and each fiscal year thereafter, all moneys that are collected during the fiscal year from taxes under the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or any successor to that law, upon the sale, storage, use, or other consumption in this State of motor vehicle fuel, and that are deposited in the General Fund of the State pursuant to that law, shall be transferred to the Transportation Investment Fund, which is hereby created in the State Treasury. (b) (1) For the 2003-04 to 2007-08 fiscal years, inclusive, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of the Revenue and Taxation Code as that section read on ~~the operative date of this article~~ March 6, 2002 .

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

(A) Public transit and mass transportation.

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

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

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

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

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

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

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

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

(d) The transfer of revenues from the General Fund of the State to the Transportation Investment Fund pursuant to subdivision (a) may be suspended, in whole or in part, for a fiscal year if both of the following conditions are met:

(1) The Governor has issued a proclamation that declares that the transfer of revenues pursuant to subdivision (a) will result in a significant negative fiscal impact on the range of functions of government funded by the General Fund of the State.

(2) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, a suspension for that fiscal year of the transfer of revenues pursuant to subdivision (a), provided that the bill does not contain any other unrelated provision.

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

## STA Legislative Analysis

**Legislation:** ACA 11 – Transportation Funds: Loans  
(Introduced by Assembly Member Oropeza)

**Background:**

This is the Chair of the Assembly Transportation Committee's more detailed proposal to protect Proposition 42. Among other things, it would put better firewalls around transportation accounts, thereby protecting them better than are currently allowed. It would also allow the Legislature and the Governor to suspend Proposition 42 two out of ten years, similar to the "deal" negotiated between local governments and the Legislature last year, which ultimately appeared on the ballot last November as Proposition 1A. Given the Speaker's more comprehensive, and decidedly different approach to transportation funding, it is unlikely that this bill will move in the near future.

**Solano County Impact:**

More time is needed to allow this legislation to be fleshed out in more detail.

**Recommendation:**

Staff recommends a watch position at this time for ACA 11.

## CURRENT BILL STATUS

MEASURE : A.C.A. No. 11  
AUTHOR(S) : Oropeza.  
TOPIC : Transportation funds: loans.  
HOUSE LOCATION : ASM

## TYPE OF BILL :

Active  
Non-Urgency  
Non-Appropriations  
2/3 Vote Required  
Non-State-Mandated Local Program  
Fiscal  
Non-Tax Levy

LAST HIST. ACT. DATE: 02/17/2005

LAST HIST. ACTION : From printer. May be heard in committee March 19.

TITLE : A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 6 of Article XIX thereof, by amending Section 1 of Article XIXA thereof, and by amending Section 1 of, and adding Section 2 to, Article XIXB thereof, relating to transportation.

COMPLETE BILL HISTORY

BILL NUMBER : A.C.A. No. 11  
AUTHOR : Oropeza  
TOPIC : Transportation funds: loans.

TYPE OF BILL :

Active  
Non-Urgency  
Non-Appropriations  
2/3 Vote Required  
Non-State-Mandated Local Program  
Fiscal  
Non-Tax Levy

BILL HISTORY

2005

Feb. 17 From printer. May be heard in committee March 19.

Feb. 16 Read first time. To print.

BILL NUMBER: ACA 11            INTRODUCED  
BILL TEXT

INTRODUCED BY    Assembly Member Oropeza

FEBRUARY 16, 2005

A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 6 of Article XIX thereof, by amending Section 1 of Article XIX A thereof, and by amending Section 1 of, and adding Section 2 to, Article XIX B thereof, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 11, as introduced, Oropeza.    Transportation funds: loans.

(1) Article XIX of the California Constitution requires excise taxes on motor vehicle fuel and certain fees imposed on motor vehicles to be used only for specified transportation and vehicle-related purposes, but authorizes these excise tax revenues to be loaned to the General Fund under certain conditions, including a requirement that the funds be repaid within 3 years. Article XIX A of the California Constitution provides that funds in the Public Transportation Account, which are derived from certain sales taxes on motor vehicle fuels, may be loaned to the General Fund or any other state fund or account under certain conditions, including a requirement that the funds be repaid within 3 years.

This measure would require interest to be paid on a loan of revenues subject to either Article XIX or XIX A if the loan is not repaid during the same fiscal year in which it was made. The measure would require a loan made pursuant to Article XIX or XIX A to be made pursuant to a statute establishing the terms for repayment and would prohibit the enactment of a statute making a new loan pursuant to Article XIX or XIX A prior to the full repayment of each previous loan under Article XIX or XIX A, respectively. The measure would also prohibit a loan from being authorized by a statute during more than 2 fiscal years within any period of 10 consecutive fiscal years. The measure would also authorize tax revenues subject to Article XIX or XIX A to be loaned to other state funds or accounts in addition to the General Fund.

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

This measure would delete the provisions authorizing the transfer of revenues from the General Fund to the Transportation Investment Fund to be suspended. The measure would instead authorize the Legislature to loan funds in the Transportation Investment Fund to the General Fund or any other state fund or account, or to local agencies, under conditions that are similar to conditions applicable

to loans of revenues under Article XIX of the California Constitution, and would require interest to be paid on a loan that is not repaid within the same fiscal year as it was made. The measure would require that a loan of this type be made pursuant to a statute establishing the terms for repayment and would prohibit enactment of a statute to make a new loan pursuant to Article XIX B prior to the full repayment of each previous loan under that article. The measure would also prohibit a loan from being authorized by a statute during more than 2 fiscal years within any period of 10 consecutive fiscal years. The measure would make other related changes.

Vote: 2/3. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

Resolved by the Assembly, the Senate concurring, That the Legislature of the State of California at its 2005 -06 Regular Session commencing on the sixth day of December 2004, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California that the Constitution of the State be amended as follows:

First--That Section 6 of Article XIX thereof is amended to read:

SEC. 6. (a) The tax revenues designated under this article may be loaned to the General Fund or any other state fund or account only if one of the following conditions is imposed: ~~(a)~~

(1) That any amount loaned is to be repaid in full to the fund from which it was borrowed during the same fiscal year in which the loan was made, except that repayment may be delayed until a date not more than 30 days after the date of enactment of the budget bill for the subsequent fiscal year.

~~(b)~~

(2) That any amount loaned is to be repaid in full, with interest at the rate paid on money in the Pooled Money Investment Account, or any successor to that account, during the period of time that the money is loaned, to the fund from which it was borrowed within three fiscal years from the date on which the loan was made and one of the following has occurred:

~~(1)~~

(A) The Governor has proclaimed a state of emergency and declares that the emergency will result in a significant negative fiscal impact to the General Fund.

~~(2)~~

(B) The aggregate amount of General Fund revenues for the current fiscal year, as projected by the Governor in a report to the Legislature in May of the current fiscal year, is less than the aggregate amount of General Fund revenues for the previous fiscal year, adjusted for the change in the cost of living and the change in population, as specified in the budget submitted by the Governor pursuant to Section 12 of Article IV in the current fiscal year.

~~(c)~~

(b) Nothing in this section prohibits the Legislature from authorizing, by statute, loans to local transportation agencies, cities, counties, or cities and counties, from funds that are subject to this article, for the purposes authorized under this article. Any loan authorized as described by this subdivision shall be repaid *in full*, with interest at the rate paid on money in the Pooled Money Investment Account, or any successor to

that account, during the period of time that the money is loaned, to the fund from which it was borrowed, not later than four years after the date on which the loan was made.

(c) A loan made under the provisions of this section shall be made pursuant to a statute that establishes the terms for repayment. A statute to make any new loan under this section shall not be enacted prior to the date upon which each previous loan made under this section has been fully repaid. A loan shall not be authorized by a statute during more than two fiscal years within any period of 10 consecutive fiscal years, which period begins with the first fiscal year for which a loan is authorized pursuant to this section that occurs on or after the effective date of this subdivision.

Second--That Section 1 of Article XIX A thereof is amended to read:

SECTION 1. The funds in the Public Transportation Account in the State Transportation Fund, or any successor to that account, may be loaned to the General Fund or any other state fund or account only if ~~one~~ the following requirements are met: (a) One of the following conditions is imposed:

~~(a)~~

(1) That any amount loaned is to be repaid in full to the account during the same fiscal year in which the loan was made, except that repayment may be delayed until a date not more

## STA Legislative Analysis

**Legislation:** SB 44 – Air Quality Improvement  
(Introduced by Senator Kehoe)

**Background:**

This bill would make a legislative finding that air pollution is a serious problem in this state. The bill additionally would require the legislative body of each city and county, including those in the San Joaquin Valley Air Pollution Control District, to amend the appropriate elements of its general plan to include data and analysis, comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date specified for the next revision of its housing element. The bill would also require each city and county, at least 45 days prior to the adoption of an air quality element or the amendment of a general plan, to send a copy of the draft document to the air quality management district or air pollution control district in which it is located for review and comment.

**Solano County Impact:**

More time is needed to evaluate the potential impacts of this legislation, and specifically, the broader context of bills being proposed that, if passed, would mandate various housing and air quality items on local governments that would impact local's General Plans, which taken in context, could affect the STA.

**Recommendation:**

Staff recommends that a request for comments be forwarded to cities and counties, since SB 44 affects general plans.

## CURRENT BILL STATUS

MEASURE : S.B. No. 44  
AUTHOR(S) : Kehoe.  
TOPIC : General plans: air quality element.  
HOUSE LOCATION : SEN  
+LAST AMENDED DATE : 04/20/2005

## TYPE OF BILL :

Active  
Non-Urgency  
Non-Appropriations  
Majority Vote Required  
State-Mandated Local Program  
Fiscal  
Non-Tax Levy

LAST HIST. ACT. DATE: 04/20/2005  
LAST HIST. ACTION : Read second time. Amended. To third reading.  
FILE : SEN THIRD READING  
FILE DATE : 04/21/2005  
ITEM : 62

TITLE : An act to amend Section 65302.1 of the Government Code,  
relating to general plans.

## COMPLETE BILL HISTORY

BILL NUMBER : S.B. No. 44  
AUTHOR : Kehoe  
TOPIC : General plans: air quality element.

## TYPE OF BILL :

Active  
Non-Urgency  
Non-Appropriations  
Majority Vote Required  
State-Mandated Local Program  
Fiscal  
Non-Tax Levy

## BILL HISTORY

2005

Apr. 20 Read second time. Amended. To third reading.  
Apr. 19 From committee: Be placed on second reading file pursuant to Senate Rule 28.8 and be amended.  
Apr. 11 Set for hearing April 18.  
Mar. 2 From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 4. Noes 3. Page 262.) Re-referred to Com. on APPR.  
Feb. 23 From committee with author's amendments. Read second time. Amended. Re-referred to committee.  
Feb. 15 Set for hearing March 2.  
Jan. 27 To Com. on L.GOV.  
Jan. 5 From print. May be acted upon on or after February 3.  
Jan. 4 Introduced. Read first time. To Com. on RLS. for assignment. To print.

BILL NUMBER: SB 44            AMENDED  
BILL TEXT

AMENDED IN SENATE   APRIL 20, 2005  
AMENDED IN SENATE   FEBRUARY 23, 2005

INTRODUCED BY    Senator Kehoe

JANUARY 4, 2005

An act to amend Section 65302.1 of the Government Code, relating to general plans.

LEGISLATIVE COUNSEL'S DIGEST

SB 44, as amended, Kehoe. General plans: air quality element.

Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries that bears relation to its planning. The law requires the plan to include a specified land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, and other categories of public and private uses of land. Existing law specifically requires the legislative body of each city and county within the jurisdictional boundaries of the San Joaquin Valley Air Pollution Control District to amend appropriate elements of its general plan to include specified information to improve air quality , *including a report describing local air quality conditions*

This bill would make a legislative finding that air pollution is a serious problem in this state. The bill ~~additionally~~ would require the legislative body of each city and county, including those in the San Joaquin Valley Air Pollution Control District, to *either adopt an air quality element as part of its general plan or* amend the appropriate elements of its general plan to include data and analysis, comprehensive goals, policies, and feasible implementation strategies *intended to contribute to and complement other local, regional, state, and federal strategies to improve air quality no later than one year from the date specified for the next revision of its housing element. The bill would require that the report be based on information provided by the air pollution control district or air quality management district in which the city or county is located.*

The bill would also require each city and county, at least 45 days prior to the adoption of an air quality element or the amendment of a general plan, to send a copy of the draft document to the air quality management district or air pollution control district in which it is located for review ~~and~~ , comment, and recommendations, as specified. A city or county that adopts an air quality element or amendments to its general plan prior to January 1, 2007, shall be deemed to have met the requirements of the bill, if the city or county makes a specified written finding. By increasing the duties of local public officials, this bill would impose a state-mandated local program.

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: no. Fiscal committee: yes.  
State-mandated local program: yes.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 65302.1 of the Government Code is amended to read:

65302.1. (a) The Legislature finds and declares ~~that~~  
all of the following :

(1) That California has a serious air pollution problem that is the result of many factors, including pollution from both mobile and stationary sources. The ongoing problem of air pollution has had a significant impact on public health. According to the California Air Resources Board, over 90 percent of Californians breathe unhealthy levels of one or more air pollutants during some part of the year. The health effects of some of these common pollutants include respiratory disease, lung damage, premature deaths, cancer, reduced mental alertness, neurological and reproductive disorders, chronic eye, lung, or skin irritation, chest pain, headaches, and nausea. In addition, air pollution can and does have a serious impact on California's economy and can result in the loss of federal funding for transportation projects important to a thriving state economy.

Solving this problem requires the cooperation of land use and transportation planning agencies, transit operators, the business and development communities, air quality management districts, air pollution control districts, and the public.

(2) The regulation of air quality is generally the responsibility of regional, state, and federal agencies who, through their efforts and responsibility to establish and enforce policies such as auto emission standards and permits, require the best available control technology on stationary sources.

(3) Many of the sources of air pollution are a result of actions, uses, and sources over which cities and counties have no control. These include, but are not limited to, the following:

(A) Air pollutants transported from other communities or other air basins.

(B) State or federal highways.

(C) Emissions from powerplants and other large stationary sources that are regional in nature and which are regulated by state or federal agencies.

(D) Emissions from railroads, ports, airports, and other federally regulated sources.

(E) Emissions from stationary sources, which are regulated by local air pollution control districts and air quality management districts.

(F) Existing land use and transportation patterns.

(G) Emissions from mobile sources, whose emission standards are regulated by the state and federal governments.

(H) Pollutants generated by agricultural activity.

(4) The Legislature recognizes that, in making local planning and land use decisions, cities and counties must balance air quality with other state and local policies and priorities, such as promoting housing development, the protection and conservation of farmland,

natural resources, and open space, the avoidance of natural hazards, the promotion of job growth and economic development, and other issues of local, regional, and statewide importance.

(5) The Legislature further recognizes that, in making local planning and land use decisions, cities and counties should adopt policies and strategies to improve air quality in their communities. These policies and strategies may include, where feasible, encouraging infill development and efficient development patterns by ensuring all of the following:

(A) That any infrastructure associated with development that is not infill supports new development that uses land efficiently.

(B) That the development is built adjacent to existing developed areas to the extent consistent with state planning priorities to protect environmental and agricultural resources.

(C) That the development is located in an area appropriately planned for growth.

(D) That the development is served by adequate transportation and other essential utilities and services.

(E) That the development minimizes ongoing costs to taxpayers.

(b) The legislative body of each city and county shall either adopt an air quality element as part of its general plan or amend the appropriate elements of its general plan, which may include, but are not limited to, the required elements dealing with land use, circulation, housing, conservation, and open space, to include data and analyses, goals, policies, and objectives, and feasible implementation strategies intended to contribute to and complement other local, regional, state, and federal strategies to improve air quality.

(c) The adoption of an air quality element or the amendment of a general plan to comply with the requirements of subdivision (b) shall include all of the following:

(1) A report describing local air quality conditions including air quality monitoring data, emission inventories, lists of significant source categories, attainment status and designations, and applicable state and federal air quality plans and transportation plans. This report shall include a summary of local, district, state, and federal policies, programs, and regulations that may improve air quality in the city or county. *The city or county shall base this report on information provided to the city or county by the air pollution control district or air quality management district in which the city or county is located.*

(2) A comprehensive set of goals, policies, and objectives that ~~may~~ contribute to and complement other federal, state, regional, and local strategies to improve air quality.

(3) A set of feasible implementation measures designed to carry out those goals, policies, and objectives.

(d) *The adoption of an air quality element or the amendment of a general plan to comply with the requirements of subdivision (g) shall not prohibit cities and counties from encouraging the phasing in of a development, comprehensive planning, or a mixed-use development, including residential developments near transit centers to reduce traffic congestion and provide housing near these transit centers.*

~~(d)~~

(e) At least 45 days prior to the adoption of an air quality element or the amendment of a general plan pursuant to this section, each city and county shall send a copy of its draft document

to the air quality management district or air pollution control district in which the city or county is located. The district may review the draft elements or draft amendments to determine whether they ~~may improve air quality consistent with the strategies listed in paragraph (2) of subdivision (a)~~ will contribute to improved air quality in the planning area. Within 30 days of receiving the draft elements or draft amendments, the district shall send any comments and ~~advice~~ recommendations to the city or county. The legislative body of the city or county shall consider the district's comments and ~~advice~~ recommendations prior to the final adoption of air quality amendments to the general plan. If the district's comments and ~~advice~~ recommendations are not available by the time scheduled for the final adoption of the air quality element or amendments to the general plan, the legislative body of the city or county may act without them. The district's comments and recommendations shall be advisory to the city or county.

~~(e)~~

(f) (1) The legislative body of each city and county within the jurisdictional boundaries of the San Joaquin Valley Air Pollution Control District shall comply with this section no later than one year from the date specified in Section 65588 for the next revision of its housing element that occurs after January 1, 2004.

(2) The legislative bodies of all other cities and counties shall comply with this section no later than one year from the date specified in Section 65588 for the next revision of its housing element that occurs after January 1, ~~2006~~ 2007 .

(g) A city or county that has adopted an air quality element or amendments to its general plan to address air quality, prior to January 1, 2007, shall be deemed to have met the requirements of this section if the city or county makes a written finding that the element or amendments have addressed local air quality issues that are substantially consistent with the objectives of this section.

(h) The Legislature does not intend that cities and counties, in implementing this section, duplicate actions that are the responsibility of the air quality management districts, air pollution control districts, or metropolitan planning organizations.

SEC. 2. Nothing in this act shall be interpreted to expand the application of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), the existing authorities of the affected local governments, or any air quality management district or air pollution control district.

SEC. 3. The Legislature finds and declares that Sections 65104 and 66014 of the Government Code provide local agencies with authority to levy fees sufficient to pay for the program or level of service mandated by this act.

SEC. 4. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

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|SENATE RULES COMMITTEE           |                               | SB 44 |
|Office of Senate Floor Analyses  |                               |       |
|1020 N Street, Suite 524         |                               |       |
|(916) 445-6614                   | Fax: (916)                   |       |
|327-4478                         |                               |       |
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## THIRD READING

Bill No: SB 44  
 Author: Kehoe (D)  
 Amended: 4/20/05  
 Vote: 21

SENATE LOCAL GOVERNMENT COMMITTEE : 4-3, 3/205  
 AYES: Kehoe, Machado, Soto, Torlakson  
 NOES: Cox, Ackerman, McClintock

SENATE APPROPRIATIONS COMMITTEE : Senate Rule 28.8

SUBJECT : General plans: air quality element

SOURCE : Author

DIGEST : This bill requires all cities and counties to either adopt an air quality amendment or amend the appropriate elements of its general plan to include data and analysis, comprehensive goals, policies, and feasible implementation strategies to improve air quality.

ANALYSIS : Existing law requires every county and city to adopt a general plan with seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety. Local officials can also add optional elements to their general plans. For example, 17 counties and 92 cities have adopted optional air quality elements as part of the general plans.

Depending on its location and setting, a community's

CONTINUED

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SB 44

general plan must also contain other special topics, including coastal resources, seismic safety, and airport land use. Counties and cities within the San Joaquin Valley Air Pollution Control District (APCD) must amend the relevant elements of their general plans to include data and analysis; goals, policies, and objectives; and feasible implementation strategies to improve air quality.

The Valley cities and counties must comply with these requirements within a year of their next housing element revision. Local officials must send their draft amendments to the San Joaquin Valley APCD at least 45 days before their scheduled adoption. The APCD has 30 days to review the draft amendments to determine if they are consistent with the bill's air quality strategies. Local officials must consider the APCD's comments and advice. If the APCD doesn't send its comments on time, local officials can act without them. The APCD's comments are advisory (AB 170 [Reyes], Chapter 472, Statutes of 2003).

The California Air Resources Board regulates motor vehicle emissions. The APCDs and air quality management districts regulate stationary sources of air pollution, such as factories and refineries. Some observers believe that the missing link to improving air quality is long-range land use planning that can reduce vehicle travel, promote public transit, and separate pollution sources from sensitive land uses.

This bill requires every county and city to adopt either an air quality amendment or amend the appropriate elements (i.e., land use, circulation, housing, conservation, open space) of its general plan to improve air quality.

The contents of the air quality element or plan amendments must include:

- 1.A report describing local quality conditions, including a summary of policies, programs, and regulations that may improve air quality. The cities and counties shall utilize data provided by their air pollution control district and air quality management district.
- 2.Goals, policies, and objectives that contribute to and

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complement other federal, state, regional, and local strategies to improve air quality.

### 3. Feasible implementation measures.

This bill deletes most of the legislative findings and declarations about air quality problems in the San Joaquin Valley and substitutes language that recognizes California's serious air pollution problems, the need for cooperative solutions, and the importance of local planning and land use decisions balancing air quality with other state and local policies and priorities.

The bill requires cities and counties that are outside the San Joaquin Valley Air Pollution Control District to comply with these requirements within a year of their next housing element revision after January 1, 2007.

The bill specifies that cities or counties that have, prior to January 1, 2007, adopted an air quality element or amendments to address air quality are deemed to have met the requirements of this bill if they make a written finding that local air quality issues have been addressed consistent with the bill's objectives.

This bill declares that it does not expand the application of the California Environmental Quality Act, or the existing authority of local governments, air quality management districts, or air pollution control districts.

#### Comments

Land use planning and development decisions require counties and cities to balance local desires with larger realities. Whether they're economic development, environmental quality, or social equity concerns, local and regional goals are always competing. What's good for a small, economically struggling town in Monterey County, may not be good for the rest of the Salinas Valley's environment. Approving a standard subdivision may be the easiest way to attract new houses, yet it gives residents no choice but to drive to shopping, jobs, and schools. About 20 percent of all counties and cities already balance these competing goals by making air quality elements part

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of their general plans. This bill advances that concept by requiring all counties and cities to consider air quality when they plan their communities' future.

This bill takes the current statutory template set by AB 170 for the San Joaquin Valley and applies that concept statewide. In moving the mandate for placing air quality

topics into all local general plans, this bill differs from the current law in four ways:

1. Rewrites the legislative findings and declarations.
2. Deletes the reference to the San Joaquin Valley APCD's 2003 report.
3. Gives counties and cities (including those in the San Joaquin Valley) the choice to adopt an air quality element.
4. Sets the compliance date for non-Valley counties and cities after 2007.

FISCAL EFFECT : Appropriation: No Fiscal Com.: Yes  
Local: Yes

SUPPORT : (Verified 4/20/05)

Attorney General  
American Lung Association  
Coalition for Clean Air  
Planning and Conservation League  
Bay Area Quality Management District Legislative Committee  
Environment California  
Sierra Club  
Sacramento Metropolitan Air Quality Management District  
South Coast Air Quality Management District

OPPOSITION : (Verified 4/20/05)

Department of Finance  
City of Moreno Valley  
California Building Industry Association  
City of Lake Forest  
California Chamber of Commerce

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Page

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City of Lakewood

AGB:nl 4/20/05 Senate Floor Analyses

SUPPORT/OPPOSITION: SEE ABOVE

\*\*\*\* END \*\*\*\*



VOTES - ROLL CALL

MEASURE: SB 44

AUTHOR: Kehoe

TOPIC: General plans: air quality element.

DATE: 03/02/2005

LOCATION: SEN. L.GOV.

MOTION: Do pass, but re-refer to the Committee on Appropriations.  
(AYES 4. NOES 3.) (PASS)

AYES

\*\*\*\*

Kehoe Machado Soto Torlakson

NOES

\*\*\*\*

Cox Ackerman McClintock

ABSENT, ABSTAINING, OR NOT VOTING

\*\*\*\*\*

## STA Legislative Analysis

- Legislation:** **SB 172 – Seismic Retrofit Projects**  
 (Introduced by Senator Torlakson)  
**SB 1024 – Seismic Retrofit Improvements: Bond Measure**  
 (Introduced by Senator Perata)

**Background:**

These two bills outline a strategy proposed by Senator Tom Torlakson and Senate President Pro Tem Don Perata to fund the completion of the toll bridge seismic retrofit program and other transportation needs in California. The funding proposal for the bridge is specifically for the completion of the bridge as it is contemplated in current law - the Self-Anchored Suspension (SAS) design.

**Bill #1: SB 172 (Torlakson):**

1. **An Equitable Funding Deal:** It would provide for a cost-sharing agreement between toll payers and the state to complete the toll bridge seismic retrofit program:
  - Splits the currently identified cost overruns on a nearly 50-50 basis (state-toll contributions).
  - The state would pay 47% of the costs (\$300 million to demolish the old bridge and \$1.4 billion toward overrun costs). **The primary source of state funding would be from the passage of a transportation bond bill (SB 1024, Perata).**
  - Tolls would pay 53% of the costs (\$1.9 billion) with the authorization for the Bay Area Transit Authority (BATA) to increase tolls by \$1. BATA would be given authority to further increase tolls only for the purpose of completing the bridge retrofit/replacement program.
  - BATA could only increase tolls if: 1) Funds identified in current law for the retrofit program are insufficient; 2) No extra toll revenue from RM1 or RM2, after meeting those requirements, is available for seismic retrofit; and 3) BATA has held at least two public hearings 45 days prior to taking action to increase the toll.
  
2. **Consolidate Tolls To Deal with any Future Overruns:** The bill would consolidate all four dollars of toll revenue (the existing three dollars and a proposed fourth dollar) under BATA's management, so that BATA could refinance the toll revenue streams and create additional revenue that could be used for any future overruns without raising the tolls again.

3. **Reform Management:** The bill would reform the management of the toll bridge program and the RM1 program so that BATA, Caltrans, and a private consultant form a Toll Bridge Program Board of Control that would meet regularly to review and jointly manage all aspects of the toll bridge program. The Board would be required to sign-off on Caltrans reports submitted to the Legislature and provide quarterly updates to the California Transportation Commission on the status and plans to complete the toll bridge seismic retrofit program.

**Bill #2: SB 1024 (Perata)**

**A \$7.7 billion General Obligation Bond for Transportation Infrastructure that would include funding for all of the following:**

1. **Proposition 42 Loan Repayment Fund - \$2.3 billion:**

- This fund would repay loans (including interest) made to the General Fund from the Transportation Investment Fund (TIF), the transportation account funded by Proposition 42.
- In both FY 2003-04 and 2004-05, as part of the state budget negotiations, the transfer of Proposition 42 funds (i.e., revenues from the sales tax on gasoline) from the General Fund to the TIF was suspended. The suspensions were structured as loans, so that \$2.1 billion, plus interest, is to be repaid from the General Fund to the TIF in FY 2007-08 and 2008-09.
- This early loan repayment would allow needed funds to flow for the 141 projects in the Traffic Congestion Relief Program, for improvements to local streets and roads, for projects delayed in the STIP, and for improvements to the state's transit systems.

2. **The Safe Transportation Facilities Fund - \$2.4 billion**

- This fund would make available \$1.4 billion as the state's share to complete the state's toll bridge seismic retrofit program.
- This fund would also make available \$1 billion to the Department of Water Resources (DWR) to evaluate, improve and strengthen the 1,600 miles of California's levee roads, providing improved flood protection in this state.

3. **California Ports Infrastructure, Security and Air Quality Improvement Fund - \$2.5 billion.**

- \$2 billion would be available to the CTC, to provide matching funds for investment in infrastructure related to freight movement and improvements to major trade corridors in the state.

- \$400 million would be made available to the Air Resources Board, through the Carl Moyer Fund, for investments to reduce emissions from vehicles primarily used in the operations of ports — diesel trucks, marine vessels, locomotives, port equipment.
  - \$100 million would be made available to the Infrastructure Bank for grants to ports for security-related capital investments.
4. **Affordable Housing Incentive Program Fund - \$425 million:** This fund would provide funding to local government agencies to improve the condition of neighborhood streets and roads—fix potholes, resurface streets, etc.
- To be eligible for the transportation pot, the local governments would have to be able to demonstrate to HCD that their housing element is in compliance with state law, and that they are meeting specified thresholds for producing housing and affordable housing units.
5. **Transportation Project Enhancement and Mitigation Fund - \$100 million:**
- Funds would flow to the Resources Agency to fund the Environmental Enhancement and Mitigation Program (EEMP), in current law, for projects that mitigate the impacts of the construction or expansion of transportation facilities.

**Solano County Impact:**

The actual impact on Solano County cannot yet be determined.

**Recommendation:**

Staff recommends a watch position at this time for SB 172 and SB 1024.

CURRENT BILL STATUS

MEASURE : S.B. No. 172  
AUTHOR(S) : Torlakson.  
TOPIC : Seismic retrofit projects.  
HOUSE LOCATION : SEN  
+LAST AMENDED DATE : 03/29/2005

TYPE OF BILL :

Active  
Non-Urgency  
Non-Appropriations  
Majority Vote Required  
State-Mandated Local Program  
Fiscal  
Non-Tax Levy

LAST HIST. ACT. DATE: 04/13/2005  
LAST HIST. ACTION : Hearing postponed by committee.  
COMM. LOCATION : SEN APPROPRIATIONS

TITLE : An act to amend Section 188.5 of the Streets and  
Highways Code, relating to transportation.

## COMPLETE BILL HISTORY

BILL NUMBER : S.B. No. 172  
AUTHOR : Torlakson  
TOPIC : Seismic retrofit projects.

## TYPE OF BILL :

Active  
Non-Urgency  
Non-Appropriations  
Majority Vote Required  
State-Mandated Local Program  
Fiscal  
Non-Tax Levy

## BILL HISTORY

2005

Apr. 13 Hearing postponed by committee.  
Apr. 11 Set for hearing April 18.  
Apr. 6 From committee: Do pass, but first be re-referred to Com. on APPR.  
(Ayes 10. Noes 3. Page 469.) Re-referred to Com. on APPR.  
Mar. 29 From committee with author's amendments. Read second time.  
Amended. Re-referred to committee.  
Mar. 14 Set for hearing April 5.  
Feb. 24 To Com. on T. & H.  
Feb. 10 From print. May be acted upon on or after March 12.  
Feb. 9 Introduced. Read first time. To Com. on RLS. for assignment. To  
print.

BILL NUMBER: SB 172      AMENDED  
 BILL TEXT

AMENDED IN SENATE    MARCH 29, 2005

INTRODUCED BY    Senator Torlakson

FEBRUARY 9, 2005

An act to amend Section 188.5 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 172, as amended, Torlakson.    Seismic retrofit projects.

Existing law provides for the seismic retrofit of state-owned toll bridges. Under existing law, the Department of Transportation is required to report quarterly to the Legislature and the California Transportation Commission for each seismic retrofit project.    E

*xisting law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to Bay Area state-owned toll bridge revenues and expenditures, including the revenues from the toll increase authorized by Regional Measure 1 of 1988.*

This bill would require that these reports be submitted within 45 days after the end of each quarter and include a summary of the budget status for support and capital outlay construction costs. The bill would also require the department to take specified actions to manage the risks associated with the seismic retrofit projects.

*Existing law requires the department and the Bay Area Toll Authority to enter into a cooperative agreement on mutually agreeable terms and conditions relative to the Bay Area state-owned toll bridges, including operation of the bridges by the department and the planning, design, and construction of improvements to the bridges paid by toll bridge revenues.*

*This bill would require the department and the authority to amend the cooperative agreement previously entered into under these provisions to provide various oversight and control responsibilities with respect to the Regional Measure 1 bridge toll program and the toll bridge seismic retrofit program. By imposing new duties on a local agency, the bill would impose a state-mandated local program.*

*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, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.*

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

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 188.5 of the Streets and Highways Code is amended to read:

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

(1) The department has determined that in order to provide maximum safety for the traveling public and to ensure continuous and unimpeded operation of the state's transportation network, six state-owned toll bridges are in need of a seismic safety retrofit, and one state-owned toll bridge is in need of a partial retrofit and a partial replacement.

(2) The bridges identified by the department as needing seismic retrofit are the Benicia-Martinez Bridge, the Carquinez Bridge, the Richmond-San Rafael Bridge, the San Mateo-Hayward Bridge, the San Pedro-Terminal Island Bridge (also known as the Vincent Thomas Bridge), the San Diego-Coronado Bridge, and the west span of the San Francisco-Oakland Bay Bridge. The department has also identified the east span of the San Francisco-Oakland Bay Bridge as needing to be replaced. That replacement span will be safer, stronger, longer lasting, and more cost efficient to maintain than completing a seismic retrofit for the current east span.

(3) The south span of the Carquinez Bridge is to be replaced pursuant to Regional Measure 1, as described in Section 30917.

(4) The cost estimate to retrofit the state-owned toll bridges and to replace the east span of the San Francisco-Oakland Bay Bridge is four billion six hundred thirty-seven million dollars (\$4,637,000,000), as follows:

(A) The Benicia-Martinez Bridge retrofit is one hundred ninety million dollars (\$190,000,000).

(B) The north span of the Carquinez Bridge retrofit is one hundred twenty-five million dollars (\$125,000,000).

(C) The Richmond-San Rafael Bridge retrofit is six hundred sixty-five million dollars (\$665,000,000).

(D) The San Mateo-Hayward Bridge retrofit is one hundred ninety million dollars (\$190,000,000).

(E) The San Pedro-Terminal Island Bridge retrofit is sixty-two million dollars (\$62,000,000).

(F) The San Diego-Coronado Bridge retrofit is one hundred five million dollars (\$105,000,000).

(G) The west span of the San Francisco-Oakland Bay Bridge retrofit, as a lifeline bridge, is seven hundred million dollars (\$700,000,000).

(H) Replacement of the east span of the San Francisco-Oakland Bay Bridge is two billion six hundred million dollars (\$2,600,000,000).

(b) It is the intent of the Legislature that the following amounts from the following funds shall be allocated until expended, for the seismic retrofit or replacement of state-owned toll bridges:

(1) Six hundred fifty million dollars (\$650,000,000) from the 1996 Seismic Retrofit Account in the Seismic Retrofit Bond Fund of 1996 for the seven state-owned toll bridges identified by the department as requiring seismic safety retrofit or replacement.

(2) One hundred forty million dollars (\$140,000,000) in surplus revenues generated under the Seismic Retrofit Bond Act of 1996 that are in excess of the amount actually necessary to complete Phase Two of the state's seismic retrofit program. These excess funds shall be reallocated to assist in financing seismic retrofit of the state-owned toll bridges.

(3) Fifteen million dollars (\$15,000,000) from the Vincent Thomas Toll Bridge Revenue Account.

(4) The funds necessary to meet both of the following:

(A) A principal obligation of two billion two hundred eighty-two million dollars (\$2,282,000,000) from the seismic retrofit surcharge, including any interest therefrom, imposed pursuant to Section 31010, subject to the limitation set forth in subdivision (c) and subdivision (b) of Section 31010.

(B) All costs of financing, including capitalized interest, reserves, costs of issuance, costs of credit enhancements and any other financial products necessary or desirable in connection therewith, and any other costs related to financing.

(5) Thirty-three million dollars (\$33,000,000) from the San Diego-Coronado Toll Bridge Revenue Fund.

(6) Not less than seven hundred forty-five million dollars (\$745,000,000) from the State Highway Account to be used toward the eight hundred seventy-five million dollars (\$875,000,000) state contribution, to be achieved as follows:

(A) (i) Two hundred million dollars (\$200,000,000) to be appropriated for the state-local transportation partnership program described in paragraph (7) of subdivision (d) of Section 164, prior to its repeal by Chapter 622 of the Statutes of 1997, for the 1998-99 fiscal year.

(ii) The remaining funds intended for that program and any program savings to be made available for toll bridge seismic retrofit.

(B) A reduction of not more than seventy-five million dollars (\$75,000,000) in the funding level specified in paragraph (4) of subdivision (d) of Section 164, prior to its repeal by Chapter 622 of the Statutes of 1997, for traffic system management.

(C) Three hundred million dollars (\$300,000,000) in accumulated savings by the department achieved from better efficiency and lower costs.

(7) Not more than one hundred thirty million dollars (\$130,000,000) from the Transit Capital Improvement Program funded by the Public Transportation Account in the State Transportation Fund to be used toward the eight hundred seventy-five million dollars (\$875,000,000) state contribution. If the contribution in subparagraph (A) of paragraph (6) exceeds three hundred seventy million dollars (\$370,000,000), it is the intent that the amount from the Transit Capital Improvement Program shall be reduced by an amount that is equal to that excess.

(8) (A) The funds necessary to meet principal obligations of not less than six hundred forty-two million dollars (\$642,000,000) from the state's share of the federal Highway Bridge Replacement and Rehabilitation (HBRR) Program.

(B) If the project costs exceed four billion six hundred thirty-seven million dollars (\$4,637,000,000), the department may program not more than four hundred forty-eight million dollars (\$448,000,000) in project savings or other available resources from the Interregional Transportation Improvement Program, the State Highway Operation and Protection Program, or federal bridge funds for that purpose.

(C) None of the funds identified in subparagraph (B) may be expended for any purpose other than the conditions and design features described in paragraph (9).

(9) The estimated cost of replacing the San Francisco-Oakland Bay Bridge listed in subparagraph (H) of paragraph (4) of subdivision (a) is based on the following conditions:

(A) The new bridge shall be located north adjacent to the existing bridge and shall be the Replacement Alternative N-6 (preferred) Suspension Structure Variation, as specified in the Final Environmental Impact Statement, dated May 1, 2001, submitted by the

department to the Federal Highway Administration.

(B) The main span of the bridge shall be in the form of a single tower cable suspension design and shall be the Replacement Alternative N-6 (preferred) Suspension Structure Variation, as specified in the Final Environmental Impact Statement, dated May 1, 2001, submitted by the department to the Federal Highway Administration.

(C) The roadway in each direction shall consist of five lanes, each lane will be 12 feet wide, and there shall be 10-foot shoulders as an emergency lane for public safety purposes on each side of the main-traveled way.

(c) If the actual cost of retrofit or replacement, or both retrofit and replacement, of toll bridges is less than the cost estimate of four billion six hundred thirty-seven million dollars (\$4,637,000,000), there shall be a reduction in the amount provided in paragraph (4) of subdivision (b) equal to the proportion of total funds committed to complete the projects funded from funds generated from paragraph (4) of subdivision (b) as compared to the total funds from paragraphs (6), (7), and (8) of subdivision (b), and there shall be a proportional reduction in the amount specified in paragraph (8) of subdivision (b).

(d) If the department determines that the actual costs exceed the amounts identified in subparagraph (B) of paragraph (8) of subdivision (b), the department shall report to the Legislature within 90 days from the date of that determination as to the difference and the reason for the increase in costs.

(e) Notwithstanding any other provision of law, the commission shall adopt fund estimates consistent with subdivision (b) and provide flexibility so that state funds can be made available to match federal funds made available to regional transportation planning agencies.

(f) For the purposes of this section, "principal obligations" are the amount of funds generated, either in cash, obligation authority, or the proceeds of a bond or other indebtedness.

(g) *The authority and the department shall amend the cooperative agreement required by Section 30952 to incorporate the following project oversight and control responsibilities relative to the Regional Measure 1 and toll bridge seismic retrofit programs:*

*(1) The authority shall have budgetary authority over the Regional Measure 1 and toll bridge seismic retrofit programs, including establishing budgets for capital outlay and support costs and approving contract change orders and claims and adopting budget changes.*

*(2) The department shall develop specifications and bid documents, shall issue bids, and shall award contracts for construction and design services for the Regional Measure 1 and seismic retrofit program projects. All contract specifications and bid documents shall be reviewed and approved by the authority prior to release. At the authority's option, the department shall assign the development of specifications and bid documents to, and the issuance of bids and the award of contracts to, the authority or to another public entity as identified and approved by the authority.*

*(3) The department shall be responsible for project design and construction management for the Regional Measure 1 and seismic retrofit program projects. The authority shall contract with and oversee one or more private consulting firms to provide those services. The authority's project oversight and control process shall include, but not be limited to, reviewing bid specifications and documents, providing field staff to review ongoing cost and schedule*

estimating and scope control, reviewing all change orders and claims, and preparing project reports. The authority's project oversight and control services shall be an eligible expense from all toll revenues levied pursuant to \_\_\_\_\_.

(4) The authority and the department shall establish the Toll Bridge Program Board of Control, which shall include the Director of Transportation or designee and the authority's executive director or designee. The Toll Bridge Program Board of Control shall review and approve key program staff, project staffing structures, and consultant and contractor services related to the Regional Measure 1 and toll bridge seismic retrofit programs. The Toll Bridge Program Board of Control shall establish a program management oversight group, which shall include an authority program director and a department program director. The oversight group shall meet regularly to review project status, review program costs and schedules, resolve project issues, evaluate project changes, and provide program direction, and shall report to the Toll Bridge Program Board of Control.

(5) The department shall provide quarterly reports to the Legislature, and monthly reports to the authority, including, but not limited to, the construction status, actual expenditures, and forecasted costs and schedules for each of the Regional Measure 1 and seismic retrofit program projects. All reports provided by the department to the Legislature shall first be reviewed and approved by the Toll Bridge Program Board of Control.

(h) To ensure that the department manages the risks associated with the toll bridge seismic retrofit projects, the department shall, at minimum, take all of the following actions:

(1) Establish a comprehensive risk management plan that clearly defines roles and responsibilities for risk management and addresses the process by which it will identify and quantify project risks, implement and track risk response activities, and monitor and control risks throughout the duration of the project.

(2) Quantify the effect of identified risks in financial terms.

(3) Develop and maintain documents to track identified risks and related mitigation steps.

(4) Regularly update its estimates of capital and support costs.

(5) Regularly reassess its reserves for potential claims and unknown risks, incorporating information related to risks identified and quantified through its risk assessment processes.

(6) Regularly integrate estimates for capital, support costs, and contingency reserves into a programwide report.

(7) Submit quarterly status reports to the Legislature.

(8) Ensure that reports to the Federal Highway Administration and others reflect current data and provide an accurate representation of the project's status.

(9) When key events occur, quickly inform the Legislature and others describing the effects of these key events on the project's overall budget and schedule.

~~\_\_\_\_\_ (h)~~

(i) (1) Commencing January 1, 2004, and quarterly thereafter until completion of all applicable projects, the department shall provide quarterly seismic reports within 45 days of the end of each quarter to the transportation committees of both houses of the Legislature and to the commission for each of the toll bridge seismic retrofit projects in subdivision (a).

(2) The report shall include details of each toll bridge seismic retrofit project and all information necessary to clearly describe the status of the project, including, but not limited to, all of the

following:

(A) A progress report.

(B) The baseline budget for support and capital outlay construction costs that the department assumed at the time that Chapter 907 of the Statutes of 2001 was enacted.

(C) The current or projected budget for support and capital outlay construction costs.

(D) Expenditures to date for support and capital outlay construction costs.

(E) A comparison of the current or projected schedule and the baseline schedule that was assumed at the time that Chapter 907 of the Statutes of 2001 was enacted.

(F) A summary of milestones achieved during the quarterly period and any issues identified and actions taken to address those issues.

(3) The report described in paragraph (1) shall also include a programwide summary of the program's budget status for support and capital outlay construction costs.

~~(i)~~

(j) (1) Commencing on January 1, 2004, and quarterly thereafter until completion of all applicable projects, the department shall provide quarterly seismic reports to the transportation committees of both houses of the Legislature and to the commission for other seismic retrofit programs.

(2) The reports shall include all of the following:

(A) A progress report for each program.

(B) The program baseline budget for support and capital outlay construction costs.

(C) The current or projected program budget for support and capital outlay construction costs.

(D) Expenditures to date for support and capital outlay construction costs.

(E) A comparison of the current or projected schedule and the baseline schedule.

(F) A summary of milestones achieved during the quarterly period and any issues identified and actions taken to address those issues.

*SEC. 2. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.*

SENATE TRANSPORTATION & HOUSING COMMITTEE  
SENATOR TOM TORLAKSON, CHAIRMAN

BILL NO: SB 172  
AUTHOR: torlakson  
VERSION: 3/29/05  
FISCAL: yes

Analysis by: Steve Schnaidt

SUBJECT:

Toll bridge seismic retrofit program: management improvements.

DESCRIPTION:

This bill would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.

ANALYSIS:

The Department of Transportation is responsible for the management of the toll bridge seismic retrofit program, whose purpose is to seismically strengthen and modify the structural characteristics of the state's seven toll bridges so that they are better able to withstand major earthquakes. The program's projects include minor or major modifications to particular toll bridges and the complete replacement of the eastern span of the San Francisco-Oakland Bay Bridge.

Current law imposes various reporting requirements related to the seismic retrofit program, including that the department must report to the Legislature within 90 days from the date that it determines that actual costs of the toll bridge retrofit work exceed the \$5.085 billion programming total (including a \$448 million contingency). The department must report the difference and the reason for the increase in program costs. The law also requires that the department provide quarterly seismic reports to the Legislature and the commission for each of the toll bridge seismic retrofit projects, until completion of all the

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projects.

This bill would make several related changes to the Department of Transportation's management of the toll bridge seismic retrofit program. Specifically, the bill would:

1. Require the department to improve its management of the risks associated with the program, including the establishment of a comprehensive risk management plan, quantification of the financial effects of program risks, providing regular updates of capital and support costs, regular assessment of reserves for capital claims, development of risk tracking documents and related mitigation steps, ensuring that reports to the Federal Highway Administration and others reflect current data and an accurate representation of projects' status, quickly informing the Legislature when key events occur, and taking related actions.
2. Provide for increased project oversight and management, beginning with the joint establishment by the department and the Bay Area Toll Authority (BATA) of a Toll Bridge Program Board of Control. The Board would include the Director of Transportation and the BATA's executive director and would review and approve key program staff, project staffing structures, and consultant and contractor services related to the Bay Area Regional Measure 1 (RM 1) and toll bridge seismic retrofit programs.

The Board of Control would establish a program management oversight group to meet regularly to review project status, review program costs and schedules, resolve project issues, and evaluate changes as well as provide program direction. The Board also would report quarterly to the Legislature on the projects' and program's progress after reviewing reports provided by the department.

The bill would declare BATA to have budgetary authority over the RM 1 and toll bridge seismic retrofit programs, direct the department to develop bid specifications and documents, and award contracts and direct BATA to provide project oversight and control processes through contracts with private consulting firms, as specified in the bill.

3. Establish a 45-day maximum time period for the department to provide the Legislature with the quarterly seismic reports currently required in law. The bill also would require that

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the quarterly reports include a programwide summary of the program's budget status for capital outlay construction and support costs.

## COMMENTS:

1. Purpose of the bill. The intent of this measure is to establish better management and oversight of the toll bridge seismic retrofit program by the department, improve its risk management practices, and employ the private sector's and BATA's experience and expertise in the management of the toll bridge program, especially with regard to engineering and construction practices and management, cost control and cost avoidance, and response to problems and circumstances that arise during project completion.

The author notes that the seismic retrofit program has been plagued by delays, high cost overruns, and charges of mismanagement. The December 2004 Bureau of State Audits report, and subsequent testimony to the Transportation and Housing Committee, concluded that the department's management of the program has been inadequate and that it has failed to keep the Legislature and others informed of developing problems in the program, which now faces a \$3.2 billion cost overrun, its second major overrun in three years. The State Auditor found that the department neglected important aspects of generally accepted project management standards, failed to establish a comprehensive risk management plan, and lacked processes to identify and track risks. Further, the Auditor concluded that capital and support costs were not regularly updated and that the department ignored numerous indications that the toll bridge seismic retrofit program was in trouble.

Information on these problems by law was supposed to be disclosed to the Legislature on a regular reporting schedule, but this was not done. The result was to place the Legislature in the impossible situation of having to try to devise a funding solution for program cost overruns just days before the end of the legislative session. This, in turn, has extended the delay in completing the retrofit program and further increased the amount of the cost overruns and financing needs.

2. Toll Bridge Seismic Retrofit Program, Overview and Background

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#### Loma Prieta Earthquake and Seismic Retrofit Program

Following the October 17, 1989 Loma Prieta earthquake, the Department of Transportation undertook an analysis and research effort to determine the vulnerability of state-owned toll bridges and other transportation structures to seismic (earthquake) activity. The department entered into contracts with private consulting firms, the University of California and

other research institutions to assess bridge and structure vulnerabilities and produce action plans for addressing the deficiencies. Governor George Deukmejian created a Board of Inquiry to investigate the collapse of various bridge and highway structures and the Legislature convened special hearings to examine the earthquake's effects and develop solutions to avoid or mitigate similar seismic damage to the transportation system in the future.

The various boards, inquiries, studies and analyses concluded that the state needed to retrofit thousands of bridge structures throughout the state, both on highways and over water, including retrofit strategies for state-owned toll bridges. A strong emphasis was placed on completing the retrofit work at an accelerated pace to reduce the prospects of future catastrophic loss, both in human and economic terms. Work on highway bridges proceeded relatively quickly but the retrofit of toll bridges languished for numerous reasons, including the age and complexity of bridge structures, securing adequate financing, environmental issues, traffic, utilities, design, location and other concerns.

SB 60 and SB 226 (Kopp, 1997)

In 1997, the Legislature enacted SB 60 (Kopp) and SB 226 (Kopp) that established a plan and the financing mechanisms for the seismic retrofit of state-owned toll bridges. The plan consisted of the retrofit of 7 toll bridges (5 in the Bay Area and 2 in southern California) and the replacement of 2 bridges (the East Span of the San Francisco-Oakland Bay Bridge and the westbound Carquinez Bridge, the latter funded from Bay Area Regional Measure 1 toll funds. The estimated cost of the replacement and retrofit work at that time (1997), developed by the Department of Transportation, was \$2.62 billion, as follows:

(1) Benicia Bridge: \$101 million

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(2) Carquinez Bridge (northbound span): \$83 million

(3) Richmond-San Rafael Bridge: \$329 million

(4) San Mateo-Hayward Bridge: \$127 million

(5) San Pedro-Terminal Island (Vincent Thomas) Bridge: \$45 million

(6) San Diego-Coronado Bridge: \$95 million

(7) San Francisco-Oakland Bay Bridge (west span): \$553 million

(8) San Francisco-Oakland Bay Bridge (east span): \$1,285 million

SB 60 and SB 226 prescribed the funding sources and the amounts

from each source to pay for the bridge seismic work. The state's share of funding included \$790 million in seismic bond funds (Seismic Retrofit Bond Fund of 1996-Proposition 192) and \$875 million in state transportation funds (State Highway Account: \$795 million and Public Transportation Account: \$80 million). The regional/local share was set at \$955 million, of which \$907 million was to come from a \$1 per vehicle toll surcharge imposed by SB 60 for passage on the Bay Area toll bridges through January 1, 2008, or until the \$907 million was realized, whichever occurred first. The legislation authorized the collection of toll revenues beyond the \$907 million to pay for the costs of "amenities" approved by the Metropolitan Transportation Commission (MTC). (The so-called amenities included a change in the Bay Bridge design, the relocation or replacement of the transbay bus terminal in San Francisco, or the addition of bicycle/pedestrian access on the Bay Bridge replacement span).

SB 60 made the MTC the responsible agency for selecting the design of the Bay Bridge replacement span. The legislation also required that if the seismic retrofit costs were less than originally estimated, there would be a proportional reduction in the funding provided by tolls and state transportation account funds. If the actual costs of the toll bridge work were determined by the department to exceed its original estimates, however, the department was required to report the reasons for the cost overruns to the Legislature within 60 days and propose a financial plan to pay for that increase, with the Legislature subsequently to adopt a financial plan to pay for the increase.

Cost Overrun Determined

\_\_\_\_\_ SB 60 and SB 226 required the Department of Transportation to

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report to the Legislature within 60 days of any determination that the toll bridge retrofit and replacement actual cost would exceed the codified cost estimate of \$2.62 billion. In April 2001, the department reported that the bridge seismic retrofit work would incur substantial cost overruns of approximately \$2.019 billion, including an increase of \$1.315 billion on the Bay Bridge east span replacement alone, another \$557 million for 6 other toll bridges, and \$147 million for the Bay Bridge west span retrofit, as indicated:

2001  
Seismic Retrofit Cost Overruns

<u>Bridge</u>	<u>(Millions of \$)</u>
Richmond-San Rafael	\$336
Benicia-Martinez	89
San Mateo-Hayward	63
Carquinez	42

Vincent Thomas	17
San Diego-Coronado	<u>10</u>
<hr/> Non-Bay Bridge subtotal	(\$557)
Bay Bridge - East Span replacement	\$1,315
West Span	<u>147</u>
Total Cost Overrun, All Bridges	\$2,019

The department's report attributed the cost overruns to several factors, including: (a) inadequate original (department) estimates with unrefined environmental, engineering and planning support costs and the omission of escalation (inflation) and project contingency costs; (b) a significant rise in construction costs, including an 18% increase in the federal construction cost index in 1999-2000 alone; (c) accelerated design work; (d) the MTC's choice of bridge design; (e) a one-year delay in receiving U.S. Navy permission to conduct sample drillings on Yerba Buena Island, and (f) another year's delay in completing environmental analyses in concert with federal highway, environmental and engineering agencies. In addition, issues had arisen among local jurisdictions and officials regarding the location of the Bay Bridge replacement span and its final design elements.

The department's April 2001 report included a plan for resolving

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the cost overruns on the 6 bridges other than the Bay Bridge, proposing that \$557 million from the state's share of federal Highway Bridge Replacement and Rehabilitation (HBRR) funds be used on those bridges. The report, however, did not include a proposal to fund the \$1.315 billion cost overrun on the Bay Bridge east span seismic work. The department on August 15, 2001 belatedly submitted a followup letter to the Legislature outlining a proposal to fund all of the Bay Bridge and other bridges' cost increases through an extension of the toll surcharge and the use of the \$557 million in federal bridge repair funds.

AB 1171 (Dutra, 2001)

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In 2001, the Legislature considered AB 1171 which proposed a plan to finance the cost overruns on state-owned toll bridges. After extensive deliberations and hearings on the bill's original and alternate proposals, the Legislature enacted a revised version of AB 1171 to fund the financial shortages and modify the seismic retrofit financing plan. AB 1171 did the following:

Authorized the extension of the \$1 seismic retrofit toll

surcharge beyond its January 1, 2008 expiration and repeal date until a total of \$2.282 billion, plus interest, was collected from the seismic retrofit surcharge to fund the following:

- a) A principal obligation of \$2.282 billion, including interest; and,
- b) All costs of financing, including capitalized interest, reserves, costs of insurance, costs of credit enhancements and any other financial products necessary and other costs related to financing.

Provided that if the projects' costs exceeded \$4.637 billion, the department could not program more than \$448 million in contingency funds from project savings or other available statewide resources from the Interregional Transportation Improvement Plan (ITIP), the State Highway Operation Protection Plan (SHOPP), or the state's share of federal Highways Bridge Replacement and Rehabilitation (HBRR) bridge funds for that purpose.

Allocated a minimum of \$642 million in state

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transportation funds from the federal Highway Bridge and Replacement and Rehabilitation (HBRR) Program.

Prohibited any increase in the \$1 toll surcharge for seismic retrofit project funding and prohibited the use of toll revenues to repay any state or "non-toll" funds that were used for seismic repairs.

Provided for the annual transfer of any excess toll revenues beyond the amount needed for financing and debt service each year to the Metropolitan Transportation Commission (MTC) in its capacity as the Bay Area Toll Authority (BATA).

Provided that, if the department determined that the actual retrofit costs again exceeded projections, it was required to report to the Legislature, within 90 days of the determination, the amount of difference (overrun) and the reason for the cost increase.

Declared that the bill's provisions could not harm any project that was programmed in the State Transportation Improvement Program (STIP) before January 1, 2002.

Updated the statutory seismic retrofit cost estimates for each affected toll bridge, and codified the selected final design and location of the replacement east span of the Bay Bridge.

2004 Cost Estimates and Overruns

On August 16, 2004, the Governor and the Department of Transportation provided to the Legislature a Toll Bridge Seismic Safety Retrofit Program Report and related material stating that total seismic retrofit program costs had increased from \$4.64 billion to a projected \$7.4 billion (and from \$5.1 billion to \$8.3 billion when contingency cost were included). The report stated that several factors and complications were responsible for the cost increases, including the self-anchored suspension (SAS) design, time delays and construction complexities, insufficient initial analyses of cost, external global cost escalation factors, including rising insurance, financing and bonding costs, steel and construction costs, steel industry consolidation and a significantly-lengthened construction schedule (4 additional years).

The report provided a bridge-by-bridge comparison of the new

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cost estimates versus those used in 1997 for SB 60 and in 2001 in enacting AB 1171, as follows:

2004  
TOLL BRIDGE SEISMIC RETROFIT COST ESTIMATES  
(dollars in millions)

Bridge	SB 60 (1997)	AB 1171 (2001)	August 2004
Benicia-Martinez Existing	\$101	\$190	\$180
Carquinez (eastbound)	\$83	\$125	\$115
Richmond-San Rafael	\$329	\$665	\$914
San Mateo-Hayward	\$95	\$190	\$165
Vincent Thomas	\$45	\$62	\$59
San Diego-Coronado	\$127	\$105	\$105
Bay Bridge - West Span	\$553	\$700	\$737
Bay Bridge - New East Span	\$1,285	\$2,600	\$5,130

Total	\$2,620	\$4,637	\$7,405
Program Contingency	n/a	\$448	\$900
Grand Total	\$2,620	\$5,085	\$8,305

On May 26, 2004, the department had received only one bid on the SAS bridge (tower) contract. The bid contained two separate amounts, depending on whether foreign steel or domestic steel was used for the bridge. The \$ 1.4 billion (foreign steel) and

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\$1.8 billion (domestic steel) bids both far exceeded the department's \$740 million estimate for the contract.

The department's August report stated that there was insufficient expenditure authority remaining in the AB 1171 financing legislation to award the tower contract and advised the Legislature and the Governor that a revised funding solution needed to be enacted in order to complete with the Bay Bridge replacement project.

The Schwarzenegger Administration proposed that the new cost overruns should be financed through a diversion of the Regional Measure 2 (RM2) toll funds (the "third \$1") approved by the Bay Area voters in March 2004 and that authority should be granted for a subsequent toll increase to backfill redirected RM2 funds and preserve the regional traffic relief plan associated with RM2. A counter-proposal, AB 2366 (Dutra-Perata), to provide interim supplemental financing for the bridge retrofit program was developed, but neither that measure nor the administrative proposal was enacted.

The single bid for the SAS tower, which had been extended once, was allowed to expire on September 30, 2004. The administration stated that in lieu of accepting the bid, it would explore alternatives to re-bid the SAS design or consider reopening the bridge design process. In December 2004, the department completed its review of six bridge alternatives, one of several review efforts undertaken during the September - December time period, and recommended re-advertising the SAS design with several modifications and enhancements to make the contract more biddable and buildable. The department also recommended further consideration of the skyway design proposal because of its potential for cost savings.

On December 10, 2004, the Secretary of Business, Transportation and Housing announced that the administration was proposing a change in the design of the east span bridge project by endorsing the skyway option instead of the current SAS

design specified in statute.

POSITIONS: (Communicated to the Committee before noon on  
Wednesday,  
March 30, 2005.)

SUPPORT: None received.

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OPPOSED: None received.



VOTES - ROLL CALL

MEASURE: SB 172  
AUTHOR: Torlakson  
TOPIC: Seismic retrofit projects.  
DATE: 04/05/2005  
LOCATION: SEN. T. & H.  
MOTION: Do pass, but re-refer to the Committee on Appropriations.  
(AYES 10. NOES 3.) (PASS)

AYES  
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Torlakson	Cedillo Ducheny Kehoe	
Lowenthal	Machado Maldonado	Murray
Simitian	Soto	

NOES  
\*\*\*\*

McClintock	Ashburn Runner
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ABSENT, ABSTAINING, OR NOT VOTING  
\*\*\*\*\*

Margett

## CURRENT BILL STATUS

MEASURE : S.B. No. 1024  
AUTHOR(S) : Perata and Torlakson (Principal coauthor: Senator Soto)  
(Coauthor: Senator Lowenthal).  
TOPIC : Public works and improvements: bond measure.  
HOUSE LOCATION : SEN  
+LAST AMENDED DATE : 04/14/2005

## TYPE OF BILL :

Active  
Urgency  
Non-Appropriations  
2/3 Vote Required  
Non-State-Mandated Local Program  
Fiscal  
Non-Tax Levy

LAST HIST. ACT. DATE: 04/14/2005  
LAST HIST. ACTION : From committee with author's amendments. Read second  
time. Amended. Re-referred to committee. (Corrected  
April 15. )  
COMM. LOCATION : SEN TRANSPORTATION AND HOUSING  
COMM. ACTION DATE : 04/19/2005  
COMM. ACTION : Set, first hearing. Hearing cancelled at request of  
author.  
HEARING DATE : 04/19/2005

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

## COMPLETE BILL HISTORY

BILL NUMBER : S.B. No. 1024

AUTHOR : Perata

TOPIC : Public works and improvements: bond measure.

## TYPE OF BILL :

Active  
Urgency  
Non-Appropriations  
2/3 Vote Required  
Non-State-Mandated Local Program  
Fiscal  
Non-Tax Levy

## BILL HISTORY

2005

Apr. 19 Set, first hearing. Hearing canceled at the request of author.

Apr. 14 From committee with author's amendments. Read second time.  
Amended. Re-referred to committee. (Corrected April 15. )

Apr. 12 From committee with author's amendments. Read second time.  
Amended. Re-referred to committee.

Apr. 6 Set for hearing April 19.

Mar. 17 To Com. on T. & H.

Feb. 24 From print. May be acted upon on or after March 26.

Feb. 22 Introduced. Read first time. To Com. on RLS. for assignment. To  
print.

BILL NUMBER: SB 1024 AMENDED  
BILL TEXT

AMENDED IN SENATE APRIL 14, 2005  
AMENDED IN SENATE APRIL 12, 2005

INTRODUCED BY Senators Perata and Torlakson  
( *Principal coauthor: Senator*  
*Soto* )  
( *Coauthor: Senator*  
*Lowenthal* )

FEBRUARY 22, 2005

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

LEGISLATIVE COUNSEL'S DIGEST

SB 1024, as amended, Perata. ~~Seismic~~  
*Public works and improvements: bond measure.*

(1) Existing law sets forth a funding plan for the seismic retrofit or replacement of certain state-owned toll bridges by the Department of Transportation. Existing law, pursuant to Proposition 192 of 1996, provides \$2 billion in voter-approved general obligation bond funds for state highway and toll bridge seismic work.

This bill would enact the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005 to authorize \$7,688,000,000 in state general obligation bonds for specified purposes, including the seismic retrofit of toll bridges , levee improvements, restoration of Proposition 42 transportation funds, port infrastructure and security projects, trade corridors of significance, emissions reduction projects, environmental enhancement projects, and transportation needs in cities, counties, and cities and counties that meet certain requirements relative to provisions of housing needs in their communities, subject to voter approval.

This bill would require the Secretary of State to submit the proposed bond measure to the voters at an unspecified election.

This bill would require the Department of Transportation to report on its expenditure of toll bridge funds and would authorize the department to use bond funds to reimburse other state transportation accounts for costs associated with a rebid of the contract to construct the replacement east span of the San Francisco-Oakland Bay Bridge. The bill would enact other related provisions.

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

Vote: 2/3. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

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

CHAPTER 12.49. The Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005

Article 1. General Provisions

8879.20. (a) This chapter shall be known as the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005.

(b) This chapter shall only become operative upon adoption by the voters at the November \_\_\_\_ election.

8879.21. (a) The Legislature finds and declares that the completion of seismic safety retrofit work on state-owned toll bridges is essential to the welfare and economy of the state.

(b) A purpose of this bond act is to pay for the completion of the state Toll Bridge Seismic Safety Retrofit Program (TBSSRP) as expeditiously as possible.

(c) The Department of Transportation notified the Legislature on August 16, 2004, that the costs to complete the TBSSRP exceeded the authorized budget contained in Section 188.5 of the Streets and Highways Code by three billion two hundred twenty million dollars (\$3,220,000,000). *The department now estimates the costs to complete the TBSSRP to be three billion five hundred thirty-eight million dollars (\$3,538,000,000).*

(d) The expeditious completion of the TBSSRP is essential to the welfare and economy of the state and to the safety of the nearly 300,000 daily motorists who use the state-owned toll bridges requiring seismic retrofit work.

(e) The department shall take all actions necessary to proceed as expeditiously as possible to seismically retrofit the Richmond-San Rafael Bridge and to replace the eastern span of the San Francisco-Oakland Bay Bridge with a new, seismically safe structure, as described in paragraph (9) of subdivision (b) of Section 188.5 of the Streets and Highways Code.

(f) It was the original intent of the Legislature to fund the TBSSRP with the proceeds of bonds through the enactment of SB 146 (Chapter 310 of the Statutes of 1995), which placed Proposition 192 on the ballot in March, 1996. Proposition 192 was overwhelmingly approved by the voters on March 26, 1996, but provided only a small fraction of the increased amount of funding required to complete the TBSSRP.

(g) It is the intent of the Legislature to fund ~~the remaining three billion two hundred twenty million dollars (\$3,220,000,000)~~ *one billion three hundred sixty-three million dollars (\$1,363,000,000)* of the amount needed to complete the TBSSRP from the proceeds of bonds made available by this chapter upon approval by the voters at the November \_\_\_\_ election.

(h) The department shall report within 30 days of the end of each month to the Joint Legislative Budget Committee, the committees in each house of the Legislature that consider transportation issues, the Department of Finance, the California Transportation Commission, and the Bay Area Toll Authority (BATA) regarding the department's progress toward completion of the TBSSRP and the use of funds made available to it by this act.

(i) The Legislature intends, with the adoption of this chapter, to ~~meet~~ *assist in meeting* the state's obligation and duty to complete the TBSSRP without forcing the unprogramming of other transportation projects or the reallocation of

transportation funds from other high-priority projects throughout the state.

(j) Proceeds made available under this act for TBSSRP purposes may be used by the department to reimburse state transportation accounts for funds utilized by the department to rebid the contract to construct the main span of the San Francisco-Oakland Bay Bridge consistent with paragraph (9) of subdivision (b) of Section 188.5 Streets and Highways Code.

(k) With respect to the completion of the TBSSRP, bond monies from this act in the amount of ~~three billion two hundred twenty million dollars (\$3,220,000,000)~~ one billion three hundred sixty-three million dollars (\$1,363,000,000) are to be used exclusively to pay for the costs that exceed those enumerated in Section 188.5 of the Streets and Highways Code to complete the retrofit of the Richmond-San Rafael Bridge and the replacement of the eastern span of the San Francisco-Oakland Bay Bridge as described in paragraph (9) of subdivision (b) of that section.

~~(l) The amount dedicated to the TBSSRP by this act amounts to 47 percent of the cost overruns identified by the Department of Transportation for completion of the TBSSRP.~~

~~(m)~~

(l) Another purpose of this bond act is to provide funding for levee improvement and management. According to the Department of Water Resources, funding for those purposes have been reduced in recent years, and, as a result, it has been difficult to perform the necessary maintenance on the state's 1,600 miles of project levees. The department estimates that capital improvements costing two billion dollars (\$2,000,000,000) over 10 to 15 years could provide a reliable flood control system. It is in the interest of public health and safety for the state to invest in the structural integrity of its levees, which protect more than 500,000 people, two million acres of cultivated land, and 200,000 structures with an estimated value of forty-seven billion dollars (\$47,000,000,000).

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

(a) "Board" means any department receiving an allocation from the Department of Finance.

(b) "Committee" means the Safe Facilities, Improved Mobility, and Clean Air Finance Committee created pursuant to Section 8879.27.

(c) "Fund" means the Safe Facilities, Improved Mobility, and Clean Air Bond Fund of 2005 created pursuant to Section 8879.23.

## Article 2. Safe Facilities, Improved Mobility, and Clean Air Bond Fund and Program

8879.23. The Safe Facilities, Improved Mobility, and Clean Air Bond Fund of 2005 is hereby created in the State Treasury. The proceeds of bonds issued and sold pursuant to this chapter for the purposes specified in this chapter are hereby appropriated, without regard to fiscal years, to the Department of Finance for allocation in the following manner:

(a) Two billion, three hundred sixty-three million dollars (\$2,363,000,000) for safe facilities, to be deposited in the Safe Facilities Account, which is hereby created in the fund. The money in the account shall be available as follows:

(1) One billion three hundred sixty-three million dollars (\$1,363,000,000) for the completion of the state's Toll Bridge Seismic Safety Retrofit Program (TBSSRP), pursuant to Section 188.5 of the Streets and Highways Code, which includes the replacement of the San Francisco-Oakland Bay Bridge. Upon deposit, the money in the

account shall be continuously appropriated to the Department of Transportation for those purposes.

(2) One billion dollars (\$1,000,000,000) shall be available to the Department of Water Resources for the inspection, evaluation, improvement, and strengthening of the state's federally designated project levees. The funds shall be made available for levee improvements on a matching basis, with the share provided from these bond revenues to pay for no more than 75 percent of a project's costs, and with the remaining matching funds to be provided in the form of local or regional assessment fee revenues, other local funds, or any federal funds available for those purposes.

(b) Two billion three hundred million dollars (\$2,300,000,000) for restoration of Proposition 42 (Article XIX B) revenues, to be deposited in the Proposition 42 Repayment Account, which is hereby created in the fund. Money deposited in the account shall be used by the Controller, in lieu of monies from the General Fund, to meet the transfer obligations to the Transportation Deferred Investment Fund specified in Sections 7105 and 7106 of the Revenue and Taxation Code as a result of suspending the transfer of monies from the General Fund to the Transportation Investment Fund pursuant to Sections 14557.1 and 14558 of the Government Code with respect to the 2003-04 and 2004-05 fiscal years. Funds deposited in the Transportation Deferred Investment Fund shall be allocated as provided in Sections 7105 and 7106 of the Revenue and Taxation Fund as those sections read on January 1, 2005.

(c) Two billion five hundred million dollars (\$2,500,000,000) to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account, which is hereby created in the fund. The money in the account shall be available as follows:

(1) Two billion dollars (\$2,000,000,000) shall be transferred to the Global Gateways Improvement Fund, which is hereby created. The money in this fund shall be available for allocation by the California Transportation Commission for infrastructure improvements along federally-designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement, as determined by the commission. Applicants for these funds shall provide matching funds from other revenues, in a percentage amount to be determined by the commission. In determining projects eligible for funding, the commission shall consult the Global Gateways Development Program report prepared by the Business, Transportation and Housing Agency pursuant to SCR 96 (Resolution Chapter 158, Statutes of 2000). Eligible projects for these funds shall include all of the following:

(A) Highway capacity improvements and operational improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's seaports and airports, and to relieve traffic congestion along major trade or goods movement corridors.

(B) Freight rail system improvements to enhance the ability to move goods from seaports and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway traffic and other projects that improve the efficiency and capacity of the rail freight system.

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

(2) Four hundred million dollars (\$400,000,000) shall be available for transfer to the Carl Moyer Memorial Air Quality Standards Attainment Trust Fund, created pursuant to Section 44299 of the Health and Safety Code. Funds under this paragraph shall be available for allocation by the State Air Resources Board to reduce covered emissions from a covered source, as those terms are defined in

paragraphs (5) and (7) of subdivision (a) of Section 44275 of the Health and Safety Code, relative to sources used primarily in the operations of ports in this state.

(3) One hundred million dollars (\$100,000,000) shall be available to the California Infrastructure and Economic Development Bank to be allocated, as grants, for port and harbor security improvements. The money made available under this paragraph shall be continuously appropriated to the bank without regard to fiscal years. Eligible applicants shall be publicly owned ports and harbors, which may submit applications for the following types of projects:

(A) Video surveillance equipment.

(B) Explosives detection technology, including, but not limited to, X-ray devices.

(C) Cargo scanners.

(D) Radiation monitors.

(E) Thermal protective equipment.

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

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

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

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

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

(iii) Providing or augmenting onsite emergency response capability.

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

(d) One hundred million dollars (\$100,000,000) to be deposited in the Transportation Project Enhancement and Mitigation Account, which is hereby created in the fund. The money in the account shall be available for transfer to the Environmental Enhancement and Mitigation Program Fund created pursuant to Section 164.56 of the Streets and Highways Code, for allocation to projects pursuant to that section.

(e) (1) Four hundred twenty-five million dollars (\$425,000,000) to be deposited in the Affordable Housing Incentive Program Account, which is hereby created in the fund. Funds shall be available, upon appropriation, to the California Transportation Commission for the purpose of providing transportation funding grants, upon application, to cities, counties, and cities and counties that meet a significant portion of their overall and affordable housing needs. In order to be eligible for funds pursuant to this subdivision, a city, county, or city and county shall meet all of the following criteria:

(A) The city, county, or city and county has adopted a revised housing element in accordance with Section 65588 that the Department of Housing and Community Development has determined pursuant to Section 65585 to be in substantial compliance with the requirements of Article 10.6 (*commencing with Section 65580*) of Chapter 3 of Division 1 of Title 7 ~~(commencing with Section 65580)~~.

. For the purposes of this paragraph, an adopted housing element that has been self-certified pursuant to Section 65585.1 shall be deemed to have been approved by the department, unless a court finds that the jurisdiction's housing element does not substantially comply with that article.

(B) The city, county, or city and county has met, as determined by the Department of Housing and Community Development in accordance with the forms and definitions determined by the department pursuant to Section 65400, at least percent of its annualized overall housing need during the preceding year or percent of its three-year overall

housing need over the preceding three years, as determined pursuant to Section 65584.

(C) The city, county, or city and county has met, as determined by the Department of Housing and Community Development in accordance with the forms and definitions determined by the department pursuant to Section 65400, at least percent of its annualized housing need for each of the very low-, low-, and moderate-income categories during the preceding year or percent of its three-year housing need in each of the very low-, low-, and moderate-income categories over the preceding three years, as determined pursuant to Section 65584.

(2) The Department of Housing and Community Development shall report annually to the California Transportation Commission a list of cities, counties, and city and counties that have met the requirements of paragraph (1).

(3) The California Transportation Commission shall award funds available under this section over a five-year period.

(4) Funds awarded pursuant to this section shall be used for improvements to neighborhood streets and roads. Improvements, as used in this paragraph, mean those activities described in subdivision (e) of Section 7104 of the Revenue and Taxation Code.

8879.24. (a) The Department of Transportation shall only use funds specified in subdivision (a) of Section 8879.23 for seismic retrofit of state-owned toll bridges and bridges in augmentation of the funds identified in Section 188.5 of the Streets and Highways Code.

(b) The Director of Finance shall provide written notification to the Chair of the Joint Legislative Budget Committee of the date when the proceeds of the Safe Transportation Facilities Account of the fund that are available for purposes of paragraph (1) of subdivision (a) of Section 8879.23 have been fully expended for the purposes specified in subdivision (a).

### Article 3. Fiscal Provisions

8879.25. Bonds in the total amount of ~~\_\_\_\_\_ dollars~~ ~~(\$\_\_\_\_\_)~~ *seven billion six hundred eighty-eight million dollars (\$7,688,000,000)*, exclusive of refunding bonds, or so much thereof as is necessary, are hereby authorized to be issued and sold for carrying out the purposes expressed in this chapter and to reimburse the General Obligation Bond Expense Revolving Fund pursuant to Section 16724.5. All bonds herein authorized which have been duly sold and delivered as provided herein shall constitute valid and legally binding general obligations of the state, and the full faith and credit of the state is hereby pledged for the punctual payment of both principal and interest thereof.

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

8879.27. (a) Solely for the purpose of authorizing the issuance and sale, pursuant to the State General Obligation Bond Law, of the bonds authorized by this chapter, the Essential Facilities Seismic Retrofit Finance Committee is hereby created. For the purposes of this chapter, the Safe Facilities, Improved Mobility, and Clean Air Finance Committee is "the committee" as that term is used in the State General Obligation Bond Law. The committee consists of the

Treasurer, the Controller, the Director of Finance, and the Secretary of the Business, Transportation and Housing Agency, or a designated representative of each of those officials. The Treasurer shall serve as the chairperson of the committee. A majority of the committee may act for the committee.

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

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

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

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

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

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

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

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

8879.32. For the purpose of carrying out this chapter, the Director of Finance may, by executive order, authorize the withdrawal from the General Fund of any amount or amounts not to exceed the amount of the unsold bonds which the committee has, by resolution, authorized to be sold for the purpose of carrying out this chapter. Any amounts withdrawn shall be deposited in the Safe Facilities, Improved Mobility, and Clean Air Bond Fund of 2005. Any money made available under this section shall be returned to the General Fund, plus the interest that the amounts would have earned in the Pooled Money Investment Account, from money received from the sale of bonds which would otherwise be deposited in that fund.

8879.33. The bonds may be refunded in accordance with Article 6 (commencing with Section 16780) of the State General Obligation Bond

Law. Approval by the electors of this act shall constitute approval of any refunding bonds issued pursuant to the State General Obligation Bond Law.

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

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

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

SEC. 2. Section 1 of this act shall become operative upon adoption by the voters of the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005, as set forth in Section 1 of this act.

SEC. 3. (a) Notwithstanding Sections 9040, 9043, 9044, 9061, and 9094 of the Elections Code, or any other provision of law, the Secretary of State shall submit Section 1 of this act to the voters at the November election.

(b) The Secretary of State shall ensure the placement of Section 1 of this act on the November election ballot, in substantial compliance with any statutory time requirements applicable to the submission of statewide measures to the voters at a statewide election.

(c) The Secretary of State shall include, in the ballot pamphlet mailed pursuant to Section 9094 of the Elections Code, the information specified in Section 9084 of that code regarding the bond act contained in Section 1 of this act.

SEC. 4. Notwithstanding any other provision of law, all ballots shall have printed thereon and in a square thereof, the words: " Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005," and in the same square under those words, the following in 8-point type: "This act provides for a bond issue of seven billion six hundred eighty-eight million dollars (\$7,688,000,000) to provide funds for an essential facilities seismic retrofit program." Opposite the square, there shall be left spaces in which the voters may place a cross in the manner required by law to indicate whether they vote for or against the act.

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

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

In order for this act to be submitted to voters at the earliest

possible time, it is necessary for this act to take effect immediately.

SENATE TRANSPORTATION & HOUSING COMMITTEE  
SENATOR TOM TORLAKSON, CHAIRMAN

BILL NO: sb 1024  
AUTHOR: perata  
VERSION: 4/12/05  
FISCAL: yes

Analysis by: Steve Schnaidt

SUBJECT:

Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005.

DESCRIPTION:

This urgency bill would authorize the sale of \$7.688 billion in general obligation bonds for a spectrum of capital improvements throughout the state, including transportation facilities, toll bridge seismic retrofit, clean air, environmental enhancement, goods movement and port security, affordable housing incentives, levee protection, and the repayment of Proposition 42 loans, upon voter approval at a statewide general election.

ANALYSIS:

Existing provisions of the State General Obligation Bond Law require that any state bond act contain certain minimum provisions, including the following:

- 1.The total amount of the bonds and the purpose for which the proceeds shall be used.
- 2.The creation of a bond fund and committee to determine whether to issue the bonds.
- 3.A pledge of the state's full faith and credit to repay the bonds' principal and interest.
- 4.A General Fund appropriation annually as necessary to pay the principal and interest.
- 5.Provisions for refunding the bonds.
- 6.Statements regarding bond interest, taxation provisions, and investment of the proceeds and earnings, and procedures for their administration.

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7. Authorization to request a loan from the Pooled Money Investment Account up to the amount of any authorized but unsold bonds.

In addition, the law includes numerous other requirements related to the approval, issuance, administration, and retirement of any authorized bonds. Statutes authorizing bond measures typically include related conditions and specifies governing the particular purposes and intent of each act.

This bill would place before the state's voters at a November General Election a \$7.688 billion bond proposal, to be known as the Essential Facilities Seismic Retrofit Bond Act of 2005. The measure would do all of the following if approved:

1. Make legislative findings regarding the completion of seismic retrofit work on state-owned toll bridges and historical developments in regard to these activities. It would state the Legislature's intent to provide funds from the bond act for the costs of completing the bridge retrofit program and would require the Department of Transportation to report within 30 days of the end of each month on the use of the funds for seismic retrofit and progress toward completion of the program. The bill would also state findings regarding the need for levee improvement and management.
2. Authorize the sale of \$7.668 billion in bonds if voters approve the required ballot proposition.
3. Provide that the bond funds shall be deposited in a special account to be allocated and used for the following purposes and programs:
  - a. Safe facilities: \$2.363 billion for two programs:
    - (1) Toll Bridge Seismic Retrofit Program: \$1.363 billion to complete the program, including replacement of the San Francisco-Oakland Bay Bridge eastern span.
    - (2) Levee improvements: \$1.0 billion to evaluate, strengthen, and improve designated levees, available on a matching basis and with cost limitations.
  - b. Proposition 42 restoration: to meet the repayment

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obligations of the loans to the General Fund from gasoline sales tax revenues. These repaid revenues, in turn, would flow to the purposes and allocations stated in current law,

including congestion relief and STIP projects, local street and road repairs, and transit improvements.

- c. Port infrastructure, security, and air quality improvement (goods movement):
- (1) Global gateways: \$2.0 billion for infrastructure improvements along significant designated freight corridors, allocated by the California Transportation Commission (CTC) with a matching requirement. Projects for highway capacity improvements, freight rail system improvements, and port capacity and efficiency enhancements would be eligible.
  - (2) Carl Moyer Air Quality Program: \$400 million to reduce covered source emissions from sources used primarily in port operations.
  - (3) Port security: \$100 million to the California Infrastructure Bank for allocation to projects that improve security at ports and harbors, as specified.
- d. Environmental enhancement: \$100 million to the Environmental Enhancement and Mitigation Program for allocation to transportation mitigation projects as provided in current law.
- e. Affordable housing incentives: \$425 million to the CTC for allocation as grants for neighborhood street and road improvements to cities and counties meeting significant portions of their statutory overall, moderate, and affordable housing needs subject to specific criteria and a percentage compliance standard (which is unspecified). Awards would be spread over 5 years.
4. Incorporate the generally required state bond act provisions into the bill for purposes of the proposed essential facilities bond, including all those provisions referenced earlier.
5. Establish the Essential Facilities Seismic Retrofit Finance Committee (4 members), consisting of the Treasurer, the Controller, the Director of Finance, and the Secretary of the

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Business, Transportation and Housing Agency, who together would determine whether to issue bonds and carry out the other bond requirements.

6. Declare that the proceeds of the bonds are not "proceeds of taxes" as used in and for purposes of Article XIII B of the California Constitution (government expenditures limit).

- 7.State the required title and summary of the bond proposal and the descriptive ballot language to be submitted to the voters.
- 8.Take effect immediately as an urgency statute .

## COMMENTS:

1.This bill is part of a 2-bill package (with SB 172, Torlakson) that seeks to better manage and fund the completion of the toll bridge seismic retrofit program and provide substantial funding for other acute transportation needs in California. This legislation was developed in response to a) the deepening financial crisis that has enveloped transportation programs across the board and b) the necessity to raise funding to complete the toll bridge retrofit work without compounding the general financial crisis or harming the prospects of completing existing and pending high-priority transportation projects throughout the state.

2.State Transportation Funding in Crisis . The state faces a funding crisis in transportation, the result of many converging factors and persistent conditions. Recent testimony by the CTC to the Senate Budget and Fiscal Review Committee highlighted and summarized the situation as follows:

California's transportation program, once primarily user-fee funded and constitutionally protected, now depends substantially on motor fuel sales taxes without real constitutional protections. For four years these tax revenues have substantially been diverted from transportation to other general state uses, leaving transportation funding unstable and deficient.

Annual transportation expenditure needs are estimated at \$16 billion, but current law and funding mechanisms provide only about \$4.5 billion annually (approximately 28%) of that need.

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More than \$3 billion has been diverted to the General Fund since 2001, and the proposed 2005-06 Budget would increase the total to \$4.5 billion.

State Transportation Improvement Program (STIP) projects have been hard hit: The CTC has not funded new capacity projects (without borrowing future federal funds) since June 2003, and Traffic Congestion Relief Program (TCRP) allocations were stopped in December 2002.

In the current fiscal year, only half of the already-reduced \$1.8 billion in SHOPP (rehabilitation and protection) projects will be funded, increasing future

repair and reconstruction costs dramatically.

The proposed 2005-06 Budget would result in only half of the \$4 billion in STIP and SHOPP projects being funded.

The 2004 STIP did not add any new projects, and projects from the 2002 STIP were delayed and spread out over future years.

Under the current fiscal conditions, development of the 2006 STIP will be daunting, with the prospect of the CTC being forced to delay projects further and delete as many as half of the projects now programmed.

1. The author notes that the seismic retrofit program has been plagued by delays, high cost overruns, and charges of mismanagement. The December 2004 Bureau of State Audits report, and subsequent testimony to the Transportation and Housing Committee, concluded that the department's management of the program has been inadequate and that it has failed to keep the Legislature and others informed of developing problems in the program, which now faces a \$3.5 billion cost overrun, its second major overrun in three years. Total program costs have increased from an original estimate of \$2.6 billion in 1997 to \$5.1 billion in 2001 to \$8.5 billion in 2005.

The State Auditor found that the Department of Transportation neglected important aspects of generally accepted project management standards, failed to establish a comprehensive risk management plan, and lacked processes to identify and track risks. Further, the Auditor concluded that capital and support costs were not regularly updated and that the

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SB 1024 (PERATA)

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department ignored numerous indications that the toll bridge seismic retrofit program was in trouble.

Information on these problems by law was supposed to be disclosed to the Legislature on a regular reporting schedule, but this was not done. The result was to place the Legislature in the impossible situation of having to try to devise a funding solution for program cost overruns just days before the end of the legislative session. This, in turn, has extended the delay in completing the retrofit program and further increased the amount of the cost overruns and financing needs.

3. Technical corrections and clarifications . The April 12, 2005 version of the bill used in preparing this analysis contains technical drafting errors or references that require correction and/or clarification, primarily in the bill's findings and declarations, including the following:

- a. Election year unspecified: The bill does not specify the year in which the bond proposal is to appear on the statewide ballot, only that it appear on the November ballot.
- b. Toll bridge remaining retrofit costs are stated as \$3.2 billion, but the Administration's new (March 2005) estimate is \$3.5 billion. In addition, the bill would fund only the state's share of this amount at \$1.3 billion, so an accurate (reduced) cross-reference is needed in the declarations.
- c. Affordable housing incentives: Neighborhood streets and road grants are contingent upon an unspecified percentage level of compliance with community housing requirements, so a percentage needs to be stated.
- d. Blank bond amount in fiscal provisions: This needs to have the total authorized bond amount stated, as it is in other parts of the bill.

POSITIONS: (Communicated to the Committee before noon on Wednesday, April 13, 2005.)

SUPPORT: California Conference of Carpenters  
State Building and Construction Trades Council

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California Alliance for Jobs  
McLarand Vasquez Emsiek & Partners

OPPOSED: None received.



***Solano Transportation Authority  
Legislative Matrix  
April, 2005  
State Legislation***

<b>State Legislation Bill/Author</b>	<b>Subject</b>	<b>Status</b>	<b>Position</b>
<p><b>AB 453 (Benoit)</b> Construction Contract Cost Allocations</p>	<p>This bill would require, in order for an allocation for construction costs, or for preconstruction costs if not already allocated, to be made, that a local agency furnish evidence satisfactory to the Department of Transportation that all matters prerequisite to the award of a construction contract can be accomplished within two years after the allocation.</p>	<p>ASM Appropriations (hearing set for 4/20/05)</p>	
<p><b>AB 850 (Canciamilla)</b> Toll Road Agreements</p>	<p>This bill would instead authorize the department to enter into comprehensive development franchise agreements with public and private entities or consortia for specified types of transportation projects, as defined, subject to certain requirements and conditions. The bill would authorize tolls to be collected after the termination of a franchise agreement period, subject to approval of the California Transportation Commission. The bill would require a franchise agreement to allow the department to acquire by condemnation or negotiation the financial value of a competing toll facility if the department opens a competitive state facility in the same corridor. The bill would enact other related provisions.</p>	<p>ASM Transportation (hearing set for 4/25/05)</p>	
<p><b>AB 1010 (Oropeza)</b> Rail Transit</p>	<p>Existing law provides that any public transit guide way planned, acquired, or constructed after January 1, 1979, is subject to the regulations of the Public Utilities Commission relative to safety appliances and procedures. This bill would transfer that responsibility to the Department of Transportation on January 1, 2007</p>	<p>ASM Appropriations (hearing set for 4/20/05)</p>	

State Legislation Bill/Author	Subject	Status	Position
AB 1266 (Niello) State highways: design-sequencing contracts	This bill would instead generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met.	ASM Transportation (hearing set for 4/25/05)	
AB 1714 (Plescia) Toll Bridge Seismic Retrofit Program: Revised Cost Estimates	Revises the estimated cost of the state-owned toll bridge seismic retrofit and replacement program from \$4.6 billion to \$7.1 billion, including \$4.8 billion for the replacement of the east span of the San Francisco/Oakland Bay Bridge and revised amounts for certain other toll bridges. Identifies \$300 million in state funds from various sources to fund the demolition costs of the replaced span of the San Francisco/Oakland Bay Bridge. Provides that the remainder of the cost of the project shall be borne by the Metropolitan Transportation Commission through a set of options, including any existing state and federal funds, a new bridge toll, or redirecting Regional Measure 2 toll revenues. Provides that MTC may implement new tolls using a variable pricing strategy, subject to Caltrans' approval.	ADM Transportation (hearing set for 4/25/05)	
ACA 4 (Plescia and Harman) Transportation Investment Fund	This measure would delete the provision authorizing the Governor and the legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.	Referred to Committees on Transportation & Appropriations	Support
ACA 7 (Nation) Local Governmental Taxation: Special Taxes: voter approval	This measure would change the 2/3 voter-approval requirements for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. This measure would also make technical changes to these provisions.	ASM Referred to Committees on Local Government (hearing set for 5/4/05) and Appropriations	Support
ACA 10 (Nunez) Transportation Investment Fund	This bill contains no substantive changes to preserving Prop 42 funds. The Speaker of the Assembly and his staff are still developing the details.	May be heard in committee	

State Legislation Bill/Author	Subject	Status	Position
ACA 11 (Oropeza) Transportation Funds: Loans	This bill would require that any loans made from any transportation account must define a payback schedule in statute, and repay those loaned funds with interest, and would allow the Legislature and the Governor to suspend Prop 42 funds only twice within a ten year period, and the second loan in that period could not be taken unless the first loan was repaid.	May be heard in committee	
AJR 18 (Jones) Amtrak Funding	This measure would request the U.S. Congress to provide adequate operating and capital funding for Amtrak at specified levels, to preserve and improve the four Amtrak trains currently serving California (including the Capitol Corridor) and to establish a multiyear capital funding program available to the states on a matching basis to initiate, improve, or expand passenger rail services and provide an adequate level of capital funding for Amtrak to sustain the mandated rail passenger services.	ASM Transportation (hearing set for 4/25/05)	
SB 44 (Kehoe) Air Quality Improvement	Would require cities and counties to amend relevant sections of their general plans to incorporate "comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date of the next housing element revision."	SEN Appropriations (hearing set for 4/18/05)	
SB 172 (Torlakson) Seismic Retrofit Projects	This bill would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.	SEN Appropriations (hearing postponed by committee)	

State Legislation Bill/Author	Subject	Status	Position
<b>SB 521 (Torlakson)</b> Local planning: transit village plans.	<p>This bill would require that the mix of housing types in a transit village development district be on parcels of which at least a portion is within not more than a quarter-mile of the exterior boundary of the parcel on which a rail station is located or parcels located in an area equal to the area encompassed by a quarter-mile radius from the exterior boundary of the parcel on which the station is located. This bill would redefine "blight" for the purposes of redevelopment law, to include the lack of high-density development within a transit village development district. The bill would provide that the redevelopment project area must include rail transit provided by 11 specified operators including Capitol Corridor. The bill would exempt a transit village development district from the requirement that it be characterized as predominantly urbanized, and would require a city or county to allow use by right on each parcel within a transit village development district. The bill would require that the redevelopment agency submit the proposed redevelopment plan to the California Infrastructure and Economic Development Bank for review and approval and prohibit the bank from approving new project areas after December 31, 2012.</p>	SEN Appropriations (hearing set for 4/25/05)	
<b>SB 601 (Soto)</b> Build California Bond Act of 2006	<p>This bill would enact the Build California Bond Act of 2006 to authorize \$3 billion in state general obligation bonds for specified projects, including construction of highway and public transportation projects that are significant for the state, reduce congestion, provide for safety and facilitate the movement of goods into, through, and out of state. Requires vote in next statewide election.</p>	SEN Transportation & Housing (hearing cancelled at request of author)	
<b>SB 705 (Runner)</b> Design Build Contracts	<p>This bill would authorize the department to contract using the design-build process, as defined, for the design and construction of transportation projects. The bill would require the director of the department to establish a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.</p>	SEN Transportation & Housing (hearing set for 4/19/05)	

<b>State Legislation Bill/Author</b>	<b>Subject</b>	<b>Status</b>	<b>Position</b>
<b>SB 1020 (Migden)</b> County Sales and Use Taxes: rate increase	<p>This bill would authorize a county or city and county to impose an additional 1/4 of 1% sales and use tax rate under the Bradley-Burns Law. This bill would require a county or city and county that imposes this additional rate to deposit all revenues derived there from, less specified administrative costs, into a local transportation fund, as specified. This bill would also require a county or a city and county that imposes this additional tax to comply with the applicable voter-approval requirements of a specified provision of the California Constitution.</p>	SEN Revenue & Taxation (second hearing to be set)	
<b>SB 1024 (Perata)</b> Seismic Retrofit Improvements: Bond Measure	<p>This bill would enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval.</p>	SEN Transportation & Housing (hearing set for 4/19/05 – cancelled at request of author)	

<b>State Legislation Bill/Author</b>	<b>Subject</b>	<b>Status</b>	<b>Position</b>
<p><b>SB 1020 (Migden)</b> County Sales and Use Taxes: rate increase</p>	<p>This bill would authorize a county or city and county to impose an additional 1/4 of 1% sales and use tax rate under the Bradley-Burns Law. This bill would require a county or city and county that imposes this additional rate to deposit all revenues derived there from, less specified administrative costs, into a local transportation fund, as specified. This bill would also require a county or a city and county that imposes this additional tax to comply with the applicable voter-approval requirements of a specified provision of the California Constitution.</p>	<p>SEN Revenue &amp; Taxation (second hearing to be set)</p>	
<p><b>SB 1024 (Perata)</b> Seismic Retrofit Improvements: Bond Measure</p>	<p>This bill would enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval.</p>	<p>SEN Transportation &amp; Housing (hearing set for 4/19/05 – cancelled at request of author)</p>	

**Solano Transportation Authority  
2005 Legislative Priorities and Platform  
(Adopted by the STA Board on 1/12/05)**

**LEGISLATIVE PRIORITIES**

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue federal and state funding for the following priority projects and transit services:
  - a. I-80/I-680/SR 12 Interchange \*
  - b. Jepson Parkway Project\*
  - c. Vallejo Intermodal Station\*
  - d. Vallejo Baylink Ferry Service
  - e. Fairfield/Vacaville Intermodal Station\*
  - f. Capitol Corridor Rail Service and track improvements throughout Solano County
  - g. Inter-city transit
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge MTC and ABAG governing boards and their respective responsibilities.
6. Monitor the progress of the \$3 bridge toll, support the implementation of Regional Measure 2 funded projects, and oppose efforts to divert RM 2 funds from the RM 2 expenditure plan to cover cost increases on the Bay Bridge.
7. Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.

*\* Federal Priority Projects*

## 2005 STA LEGISLATIVE PRIORITIES AND PLATFORM

### *I. Air Quality*

1. Support use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.
2. Monitor and review approval of the 2004 Ozone Attainment Plan by EPA.
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.
5. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
6. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

### ***II. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)***

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

### ***III. Congestion Management***

1. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

### ***IV. Employee Relations***

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

### ***V. Funding***

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support efforts to pass a new federal transportation reauthorization bill that maintains the funding categories and flexibility of TEA 21, provides a higher level of overall transportation funding, and provides a fair share return of funding for California.
11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

### ***VI. Liability***

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

### ***VII. Paratransit***

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

### ***VIII. Project Delivery***

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

### ***IX Rail***

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Continue to monitor and evaluate the proposed \$10 billion High Speed Rail Bond scheduled for the November 2006 ballot.

### ***X Ferry***

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

Group “1<sup>st</sup> and 2<sup>nd</sup> Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.

2. Support the implementation of expanded Vallejo Baylink ferry and countywide express bus service funded from the “3<sup>rd</sup> Dollar” Bridge Toll (Measure 2) program and oppose proposals to divert these funds to other purposes than those stipulated in the expenditure plan for RM 2.
3. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

### ***XI. Safety***

1. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road repair from the Federal Emergency Management Agency (FEMA).

### ***XII. Transit***

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

5. Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large UZAs.
6. Support efforts to change Title 23 restrictions pertaining to use of bridge toll revenues for federalized bridges for transit operations.
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.



DATE: April 20, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Status of Unmet Transit Needs Process for FY 2005-06

**Background:**

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

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

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

If the transit operators, the STA and Solano County can thoroughly address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the five agencies who claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2005-06. All TDA claims for local streets and roads are held by MTC until this process is completed.

**Discussion:**

MTC held its Solano County Unmet Transit Needs hearing for the FY 2005-06 TDA funding cycle in December 2004. MTC has compiled the comments which were transmitted to the Consortium members and the TAC in January and to the STA Board in February.

In preparing a coordinated response to MTC, STA staff is working with the appropriate transit operator in drafting the responses to each of the issues. The coordinated response should provide MTC with substantive information supporting one of the following for each issue:

1. That an issue has been addressed through **recent changes** in service; or
2. That an issue will be addressed by **changes in service planned** to take place between now through the fiscal year 2005-06; or
3. That the service changes required to address an issue have been **recently studied** and determined not reasonable based on locally established standards; or
4. That the evaluation of the issue resulted in the identification of an **alternative means of addressing it**; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

The issues and draft responses (Attachment A) will be forwarded to the Consortium and TAC prior to the April 27 meeting for review. Subsequent to action by the Consortium and TAC, they will be forwarded to STA Board for review and approval before submittal to MTC. The goal is to secure the STA's Board approval by May 2005 to complete the MTC process by the end of June and allow the FY 2005-06 TDA claims to be promptly processed for streets and roads purposes.

**Recommendation:**

Recommend to the STA Board:

1. Approve the responses to MTC's Unmet Transit Needs issues; and
2. Authorize the Executive Director to submit the responses to MTC.

Attachment:

A. Unmet Needs Issues and Follow-up Table (Supplemental)



DATE: April 20, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
RE: FY 2005-06 TDA Distribution for Solano County

**Background:**

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

In addition to using TDA funds for member agencies' local transit services and streets and roads, several agencies share in the cost of various transit services (e.g., Solano Paratransit, Route 30, Route 40, Route 85, etc.) that support more than one agency in the county through the use of a portion of their individual TDA funds.

**Discussion:**

Although each agency within the county and the STA submit individual claims for TDA Article 8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to MTC 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.

The first draft of the FY 2005-06 TDA Matrix is shown on Attachment A. The matrix reflects the amounts for those agencies that have submitted their TDA figures by service or program. There were several inconsistencies among specific services.

Attachment B summarizes the differences for Fairfield Suisun Transit's Rt. 30, Rt. 40 and Vallejo Transit's Rt. 85, Rt. 90, and Rt. 91. Staff will work with member agencies to work toward consensus before the April TAC and Consortium meetings and present an updated matrix at the meetings.

**Recommendations:**

Recommend to the STA Board to approve the countywide TDA Matrix for Solano County for FY2005-06.

Attachment:

- A. First draft of TDA Article 4/8 Matrix for FY 2005-06
- B. TDA distribution differences to resolve.



**SOLANOLINKS CONSORTIUM**

FY 2005-06

**Comparison of Funding Shares as Provided by Different Agencies**

<b>ROUTE 30</b>	<b>STA</b>	<b>FAIRFIELD</b>	<b>COUNTY</b>	<b>VACAVILLE</b>	<b>DIXON</b>
Dixon	\$42,236	\$59,734	\$42,236	\$42,236	\$42,236
Fairfield	\$42,236	\$59,734	\$42,236	\$42,236	\$42,236
Vacaville	\$42,236	\$59,734	\$42,236	\$42,236	\$42,236
Solano County	\$24,135	\$34,845	\$20,000	\$24,135	\$24,135
Other	\$25,000	\$34,845	\$25,000	\$25,000	\$25,000
<b>TOTAL</b>	<b>\$175,843</b>	<b>\$248,892</b>	<b>\$171,708</b>	<b>\$175,843</b>	<b>\$175,843</b>

<b>ROUTE 40</b>	<b>STA</b>	<b>FAIRFIELD</b>	<b>COUNTY</b>	<b>VACAVILLE</b>
Fairfield	\$140,000	\$137,962	\$140,000	\$140,000
Vacaville	\$180,000	\$173,337	\$180,000	\$167,000
Solano County	\$45,000	\$42,500	\$60,000	\$45,000
<b>TOTAL</b>	<b>\$365,000</b>	<b>\$353,799</b>	<b>\$380,000</b>	<b>\$352,000</b>

<b>ROUTES 85, 90, 91</b>	<b>STA</b>	<b>FAIRFIELD</b>	<b>COUNTY</b>	<b>VACAVILLE</b>
Fairfield	\$133,000	\$133,000	\$133,000	\$133,000
Vacaville	\$138,000	\$138,000	\$138,000	\$160,000
Solano County	\$25,000	\$25,000	\$25,000	\$25,000
<b>TOTAL</b>	<b>\$296,000</b>	<b>\$296,000</b>	<b>\$296,000</b>	<b>\$318,000</b>

**Notes:**

Routes 30 and 40 operated by Fairfield

Routes 85, 90, 91 operated by Vallejo



DATE: April 18, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
SUBJECT: SNCI Bus Wraps

**Background:**

The Solano Transportation Authority's (STA) Solano Napa Commuter Information (SNCI) program delivers information and services to the public to promote and facilitate non-drive alone travel. This includes carpooling, vanpooling, riding the bus, ferry, train as well as bicycling and walking. As part of SNCI's mission to encourage these alternative modes, public information and marketing are key activities.

**Discussion:**

SNCI's marketing strategies have been wide ranging. Activities target both the home-end market and employers. Employers throughout the two counties are regularly contacted and offered materials and services for their employees. Campaigns, such as Bike to Work and Rideshare Thursday, convey messages through not only employers and employer organizations but also the general public media: radio ads, news stories generated from press releases, print ads, direct mail, and other means.

Many of Solano County's residents commute to jobs in other counties. A number of marketing and outreach strategies target these commuters: evening/weekend events, radio, print advertising, direct mail, and more.

One effective method of outreach in the past was the use of the electronic billboard previously located at the County fairgrounds and highly visible from I-80 near SR-37. With the replacement of the electronic billboard with a giant video screen the cost became prohibitive. To regain significant freeway exposure, staff is proposing to wrap two freeway-based buses.

A wrapped bus will be highly visible to large numbers of commuters. This proposal is for two bus wraps that would promote SNCI program for at least one year. One would be placed on a Vallejo Transit bus that travels the I-80 to BART. The second would be placed on a Fairfield-Suisun Transit bus that travels on the I-80 freeway between Fairfield and Sacramento. Together there would be miles of freeway visibility.

A draft design has been created for Vallejo Transit and is consistent with the existing SNCI van wrap. Vallejo Transit has a transit advertising contractor who the STA will be coordinating with once given authorization. A similar arrangement will be made with Fairfield-Suisun Transit. Both operators are supportive of this project.

**Fiscal Impact:**

The cost of this project is \$60,000 to cover the installation and space for at least one year for both buses. The costs would be covered by existing SNCI and SolanoLinks marketing budgets.

**Recommendation:**

Approve the following:

1. Recommend to the STA Board to authorize the Executive Director to enter into a contract not-to-exceed \$30,000 to wrap a Vallejo Transit bus for at least one year to increase public awareness of SNCI programs.
2. Recommend to the STA to authorize the Executive Director to enter into a contract not-to-exceed \$30,000 to wrap a Fairfield-Suisun Transit bus for at least one year to increase public awareness of SNCI programs.



DATE: April 18, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Robert Guerrero, Associate Planner  
RE: FY 2005-06 TFCA 40% Program Manager Funds

**Background:**

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program annually provides funding to cities and counties within its jurisdiction for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. Two air districts, the BAAQMD and the Yolo Solano Air Quality Management District, divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area Air Basin, and therefore are eligible to apply for these funds.

Funding for the TFCA program is provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The BAAQMD regionally distributes 60% of the entire TFCA funds through a competitive process; the remaining 40% is for TFCA Program Manager projects. Program Manager projects are reviewed and approved by the Congestion Management Agency (or other BAAQMD designated agency) from each county in the BAAQMD. The STA is designated the "Program Manager" of the 40% TFCA funding for Solano County and manages approximately \$340,000 in annual TFCA funding.

The STA Board approved the FY 2005-06 Solano TFCA Program Manager Guidelines and authorized a call for projects at their February 9, 2005 meeting.

**Discussion:**

A total of \$389,087 is available for Solano TFCA Program Manager Funds for fiscal year 2005-06 (including carry-over funds from FY 2004-05). In addition to the Solano Napa Commuter Information (SNCI) rideshare program, the STA received funding requests from the City of Suisun City and the City of Benicia for a total fund request of \$380,000. Attachment A provides a brief summary of each project request, local match provided, total project cost and STA staff's funding recommendation.

SNCI requested \$195,000 to promote alternative transportation options and clean air programs. The City of Suisun City requested \$60,000 to complete two important Class 1 multi-use paths that connect to the Central County Bike Route along Highway 12 to the Capitol Corridor Train Station and Downtown Suisun City. The City of Benicia requested \$125,000 for smart growth type project improvements along East 5th Street between two elementary schools. All project requests are eligible for TFCA funding.

Assuming the STA Board approves this year's TFCA Program Manager Fund recommendation, the remaining balance of \$9,087 will be carried forward as part of next year's Program Manager funding allocation. Staff is currently working with the STA's Alternative Modes Committee to develop an alternative modes funding program that will include future allocations of Solano TFCA Program Manger funds. The goal of the new fund program is to strategically develop guidelines for STA's alternative modes priority projects (bicycle, pedestrian, Transportation for Livable Communities improvements) for future cycles of multiple funding programs.

**Recommendation:**

Forward a recommendation to approve a resolution authorizing the Solano Transportation Fund for Clean Air 40% Program Manager projects as specified in Attachment A.

**Attachments:**

- A. FY 2005-06 TFCA 40% Program Manager Fund Project Request Summary
- B. Resolution for FY 2005-06 TFCA 40% Program Manager Fund

ATTACHMENT A

Solano TFCA 40% Program Manager Funds FY 2005-06 Program Summary

Sponsor	Project Title	Project Summary	Total Project Cost	Local Match	TFCA Request	Recommendation
SNCI	SNCI Ridesharing Program	Provide marketing, information, and customer service, and administer alternative modes incentives program.	645000	450000	\$ 195,000	\$389,087
City of Benicia	East 5th Street Corridor Smart Growth Improvements Project	Installation of sidewalks, ADA ramps, curb extensions, and Class 2 bicycle lanes between 2 elementary schools.	\$ 135,000	\$ 10,000	\$ 125,000	125000
City of Suisun	Transit Center Pedestrian Access	Pedestrian/bicycle path connection from Suisun Transit Center to Downtown Suisun.	\$ 35,000	\$ 10,000	\$ 25,000	25000
City of Suisun	McCoy Creek Multi-Use Path	Class 1 multi-use path connecting central Suisun City residents to the Hwy 12 Class 1 multi-use path and on to Downtown Suisun City.	\$ 410,000	\$ 375,000	\$ 35,000	35000
					\$ 380,000	\$ 380,000
						\$9,087

Funds to be carried over to FY2006/07

**Draft**  
**SOLANO TRANSPORTATION AUTHORITY**  
**RESOLUTION # \_\_\_\_\_**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING AN APPLICATION FOR TRANSPORTATION FUND FOR CLEAN  
AIR (TFCA) TO THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
(BAAQMD) FOR FY 2005-06 40% PROGRAM MANAGER FUNDS**

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

**WHEREAS**, the estimated TFCA 40% Program Manager Funds allocation for FY 2005-06 is \$389,087; and

**WHEREAS**, the STA initiated a call for projects for FY 2005-06 TFCA 40% Program Manager funds on February 9, 2005; and

**WHEREAS**, applications for the FY 2005-06 Solano TFCA 40% Program Manager funds have been submitted by the STA for the Solano Napa Commuter Information (SNCI) Ridesharing Program, the City of Benicia for East 5th Street Corridor Smart Growth Improvements, the City of Suisun for the Transit Center Pedestrian Access Project and McCoy Creek Multi-Use Path; and

**WHEREAS**, on April 27, 2005 the STA Technical Advisory Committee and the SolanoLinks Intercity Transit Consortium reviewed and recommended the proposed projects; and

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

**NOW, THEREFORE, BE IT RESOLVED**, the Solano Transportation Authority Board of Directors hereby authorizes the Executive Director to submit an application for FY 2005-06 Solano TFCA 40% Program Manager funds to the BAAQMD for the STA's Solano Napa Commuter Information Ridesharing Program (\$195,000), the City of Benicia for East 5th Street Corridor Smart Growth Improvements (\$125,000), the City of Suisun for the Transit Center Pedestrian Access Project (\$25,000) and McCoy Creek Multi-Use Path (\$35,000).

---

Mary Ann Courville, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of May 11, 2005.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 11th day of May 2005 by the following vote:

Ayes: \_\_\_\_\_

Nos: \_\_\_\_\_

Absent: \_\_\_\_\_

Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_

Clerk of the Board



DATE: April 14, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Jennifer Tongson, Projects Assistant  
RE: Introduction to Safe Routes to School Plan/Phase II of Countywide Travel  
Safety Plan

To be provided under separate cover.



DATE: April 21, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Daryl Halls, Executive Director  
RE: Status of Development of County Transportation Expenditure Plan (CTEP)

**Background:**

In recent years, the Solano Transportation Authority (STA) has provided the staff resources and funded the consultant services in support of the County Transportation Expenditure Plans (CTEP) for Measure E in 2002 and Measure A in 2004. This has included the following tasks in support of these efforts:

1. The Programmatic Environmental Impact Report (EIR) for the expenditure plan
2. Consultants to assist in the development of the expenditure plan, the public education effort, development of project cost estimates, and legal services
3. A public information mailer and website describing the projects in the expenditure plan

On November 5, 2002, Measure E was supported by 60% of Solano County voters that cast their vote during this election, but the measure failed to attain the 2/3 voters (66.7%) threshold of Solano County voters necessary for passage. On November 2, 2004, Measure A was supported by 63.8% of Solano County voters, but also failed to attain the 66.7% threshold for passage.

In follow up to Measure A, consultant D.J. Smith provided the Solano Transportation Improvement Authority (STIA) Board with his analysis of the election results and a series of recommended next steps for Solano County to consider before embarking on a follow up effort.

On February 17, 2005, the STA Board and Board Alternates discussed the following topics as part of the follow up to Measure A:

- Should there be a follow up effort to Measure A to place an expenditure plan on the ballot before Solano County voters?
- In January, the STA's consultant identified several issues to be discussed and addressed before placing a follow up measure on the ballot. Which issues are important and should the STA proceed to address these issues in a proactive and productive manner?
- What are the next steps in this process and should the STA set aside the resources for a follow up effort?

**Discussion:**

On March 9, 2005, in follow up to their Board Retreat on this topic, the STA Board requested the Local Funding Committee develop for consideration by the STIA Board a schedule for development of an expenditure plan for a future local sales tax measure. On April 13, 2005, the STA authorized the Executive Director to retain consultant services for the following tasks:

1. To conduct an update to the Programmatic Environmental Impact Report (EIR)
2. Provide specialized legal services
3. Assist in the coordination of public input and development of public information

The Solano Transportation Improvement Authority (STIA) Board is scheduled to hold its next meeting on May 11, 2005, immediately after the monthly meeting of the STA Board. At the meeting, it is anticipated that the STIA Board will discuss the prospects and options for placing a follow up measure on the ballot as part of the potential special election in November 2005 or for the general election in November 2006.

**Recommendation:**

Informational.



DATE: April 21, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Comments on Solano Comprehensive Transportation Plan (CTP) 2030

**Background:**

On February 9 and March 9, 2005, the STA Board authorized the release of the Arterials, Freeways, and Highways, Transit and Alternative Modes Elements of the Solano Comprehensive Transportation Plan (CTP) 2030. These three updated elements of the Solano Comprehensive Transportation Plan (CTP), dated January 2005, have now been distributed to a large mailing list including the general public, Solano County libraries, elected officials, regional, state and federal agencies. In addition, on January 26, 2005 and February 23, 2005, the TAC, the SolanoLinks Transit Consortium, as well as each of the three respective CTP committees, reviewed and supported the public release of each of the elements. Since mid-March 2005, the elements have also been posted on the STA's web site: [www.solanolinks.com](http://www.solanolinks.com).

On March 17, 2005, STA staff circulated an Initial Study/Environmental Checklist (per the California Environmental Quality Act) to each of the STA member agencies and submitted a Notice of Completion of a proposed Negative Declaration to the State Clearinghouse for a 30-day review period. A public notice on the proposed environmental document was published in the Vallejo Times Herald, the Daily Republic and the Reporter. The 30-day state required environmental review period officially ended on April 14, 2005 and no comments on the proposed Negative Declaration were received from the State Clearinghouse.

**Discussion:**

The STA Board has requested that each of the City Councils and the Board of Supervisors review and provide written confirmation of the transportation needs submitted for each jurisdiction. This request was made to each of these elected officials in Solano County via a transmittal letter dated March 29, 2005 (Attachment A).

On April 13, 2005, the STA Board held a public hearing to provide an additional opportunity for members of the public to comment on any of the policies, needs and recommendations contained in the plan. The Draft CTP has been circulated for a 30-day review period ending April 29, 2005. Upon completion of the review period, staff will respond and/or incorporate revisions into a Final Draft supplement to the CTP for review and recommendation by the TAC, Consortium, and CTP committees.

Since the release of the CTP dated January 2005, the comment letters and memos have been received from the following agencies and individuals:

- City of Benicia
- Transportation Department, County of Solano

- Caltrans District 4
- Eva Laevastu, Pedestrian Advisory Committee

Upon receipt of any additional comments, STA staff will review and incorporate revisions into a Final Supplement to the CTP to be released by about May 13, 2005. The final supplement will be circulated to each of the STA Committees, the TAC and Consortium for a recommendation during the last two weeks of May or early June. Final approval of CTP 2030 by the STA Board is scheduled for June 8, 2005.

The three STA Committees are scheduled to review all comments and recommended revisions on the following dates:

- Transit Committee: May 18, 2005, 5:30 p.m.
- Arterials, Highways and Freeways Committee: May 25, 2005, 9:00 a.m.
- Alternative Modes Committee: TBD

**Recommendation:**

Informational.

**Attachments:**

- A. Transmittal letter dated March 29, 2005 from Daryl Halls, Executive Director, transmitting the Solano Comprehensive Transportation Plan (CTP) 2030 to various officials, agencies, and libraries
- B. Letter dated March 31, 2005 from Jim Erickson, City Manager, City of Benicia
- C. Letter dated March 21, 2005 from Dan Schiada, Director of Public Works, City of Benicia
- D. Letter dated February 22, 2005 from Dan Schiada, Director of Public Works, City of Benicia
- E. Memo dated February 22, 2005 from Eva Laevastu, Chair of STA's Pedestrian Advisory Committee
- F. Memo dated February 11, 2005 from Paul Wiese, Transportation Manager, County of Solano
- G. Memo dated January 2005, from Cameron Oakes, Transportation Planner, Caltrans District 4



*Solano Transportation Authority*

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

March 29, 2005

*Members:*

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

To: General Public and Solano County Libraries  
Chambers of Commerce  
Elected Officials of Solano Cities and County  
Regional, State and Federal Transportation Agencies

Re: Solano Comprehensive Transportation Plan (CTP) 2030

The Solano Transportation Authority (STA) is pleased to provide you with a draft copy of the following updated elements of the Solano Comprehensive Transportation Plan (CTP) 2030:

- Arterials, Highways and Freeways Element
- Transit Element
- Alternative Modes Element

Since the last CTP was adopted in May 2002, these draft elements incorporate new data and recommendations on various countywide and local transportation projects and services identified from recent STA studies including updated local streets and road needs, the I-80/680/780 Major Investment & Transit Corridor Study, the Solano County Senior and Disabled Transit Study, the Countywide Transportation for Livable Communities (TLC) Plan, the Solano Countywide Pedestrian Plan, and the Solano Countywide Bicycle Plan.

The STA Board has scheduled a public hearing on this draft CTP Plan 2030 at 6:00 p.m. on April 13, 2005 at Suisun City Hall, 701 Civic Center Drive, Suisun City, CA. Additional copies of the draft plan, other recent transportation studies, a display of the various elements and STA staff will be available in the lobby of Suisun City Hall commencing at 5:30 p.m.

The STA Board has requested each City Council and the Board of Supervisors to review, confirm and/or request revisions to the various local transportation needs listed by jurisdiction in each element and forward any comments to the STA Board no later than April 29, 2005. The STA Board is scheduled to review any comments received and approve the new CTP 2030 with amendments at their meeting of May 11, 2005.

Full color versions of the draft elements are also contained on the STA web site at: <http://www.solanolinks.com/>. For further information or to provide comments, please contact Dan Christians, Assistant Executive Director/Director of Planning at 707.424.6075.

Sincerely,

A handwritten signature in black ink, appearing to read "Daryl Halls". The signature is fluid and cursive, with the first name "Daryl" being more prominent than the last name "Halls".

Daryl Halls  
Executive Director

Cc: STA Board members

Enc. Solano Comprehensive Transportation Plan 2030, January 2005 Draft



JIM ERICKSON  
*City Manager*

March 31, 2005

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

**SUBJECT: STA COMPREHENSIVE TRANSPORTATION PLAN**

Dear Mr. <sup>Daryl</sup>Halls:

I wanted to clarify the action taken by our City Council at their meeting of March 15, 2005 regarding the draft Solano County Comprehensive Transportation Plan (CTP). Our Council did approve the list of transportation priorities in the February 22 letter sent by Director of Public Works, Daniel Schiada. However, they did not specifically take a motion to support the draft CTP as was stated in Mr. Schiada's March 21 letter.

The Council, also by motion, supported the request and platform statement from the "Fair and Safe Traffic Solutions" organization to support their "Sensible Transportation Platform for Solano County."

Sorry about the confusion.

Sincerely,

  
Jim Erickson  
City Manager

F:\pubworks\dan\STA CTP letter from CM

cc: Mayor and City Council Members  
Daniel Schiada, Director of Public Works



March 21, 2005

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

**SUBJECT: STA COMPREHENSIVE TRANSPORTATION PLAN**

Dear Mr. Halls:

At their meeting of March 15, 2005, the Benicia City Council reviewed the draft Solano County Comprehensive Transportation Plan (CTP) and was asked to provide any final comments to the plan and the list of transportation priorities for Benicia. The Council was provided a copy of the February 22 letter I sent to you which included staff's comments and the list of priorities for Benicia. The priorities were listed for the Arterial, Highways and Freeways Element, the Transit Element and the Alternative Modes Element, including the priorities for the Pedestrian and Bicycle components of our transportation system as listed within the recently adopted Solano County Pedestrian Plan and the Solano County Bicycle Plan.

By motion, the City Council supported the draft CTP and the list of priorities for Benicia as outlined in the February 22 letter. The Council also received a request from "Fair and Safe Traffic Solutions" to support their "Sensible Transportation Platform for Solano County." In their motion, the City Council also supported this request and the platform statement from this organization.

Should you have any further questions, please contact me at (707) 746-4240.

Sincerely,

Daniel Schiada  
Director of Public Works

DS:kt

F:\pubworks\dan\STA Transportation Plan

cc: Mayor and City Council Members  
Jim Erickson, City Manager

# Fair and Safe Traffic Solutions

*A coalition of Solano citizens and organizations in support of land use and transportation planning that reduces traffic and promotes healthy, livable communities*

## **Sensible Transportation Platform for Solano County**

Solano County's traffic problems get worse every year. Job creation has not kept pace with housing development, and so many residents make long daily commutes to distant jobs. We have not adequately invested in a coordinated transportation system to handle today's needs and those of future generations. We need a comprehensive transportation plan that coordinates land use planning with our investments in transportation.

Fair and Safe Traffic Solutions are eager to support a transportation sales tax that will accomplish the following:

### **1. Fix the interchange**

The first funding priority should be to unscramble and expand the I-80/I-680/SR-12 interchange, including ways to make sure carpools and public transit can move easily through the interchange.

### **2. Repair existing roads**

Existing roads have fallen into disrepair countywide. The cost of fixing our roads is rising, while gas tax revenues to repair them are diminishing. We must protect our investment in existing roads by raising the funds to fix our potholes and repave our local streets.

### **3. Plan for the future**

As a community we should identify future growth opportunities and clearly designate where growth is and is not appropriate. Traffic will only get worse unless we plan well for accommodating future growth. Only cities that are doing their part to reduce traffic should get their share of our transportation dollars. Transportation funding should be linked to land use planning by conditioning "return to source" funding on the following:

- Establishment of and compliance with a county-wide Urban Limit Line
- Renewal of Solano County's Orderly Growth Initiative
- Implementation of a development mitigation program
- Participation in a cooperative planning program to reduce total vehicle miles traveled

### **4. Improve health and mobility**

Solano County has the highest asthma rate in the Bay Area, affecting thousands of children and elderly citizens. Vehicle emissions are the number one cause of asthma. The most cost-effective way to reduce vehicle emissions—and address the asthma epidemic—is to encourage public transit and reduce car dependence. We can do this by improving ferry, train, and express bus service for commuters, and expanding transit opportunities for the elderly, the disabled, children, and others who cannot drive. We can also encourage public transit by establishing Transportation for Livable Communities (TLC) programs. TLC programs provide funding for downtown and neighborhood revitalization projects that enhance transit facilities and increase transit accessibility. Another way to reduce vehicle emissions is to reduce the number of cars on the road by encouraging carpooling. We can encourage carpooling by funding park and ride lots and creating high occupancy vehicle lanes on Solano County highways.

# Fair and Safe Traffic Solutions

*A coalition of Solano citizens and organizations in support of land use and transportation planning that reduces traffic and promotes healthy, livable communities*

An improved and expanded public transit network, effective TLC programs, and a network of HOV lanes will make Solano County's transit system viable and accessible for all its residents, while reducing the threat of asthma. In both these respects, a balanced transportation system will benefit our seniors and children most of all.

## **5. Improve safety**

Twenty percent of the people who die in traffic accidents are pedestrians. But we are not spending nearly enough to make the streets safe for pedestrians. We must improve safety, not only on major highways, but also on local streets within our communities. We need to ensure that children have safe routes to schools and that Solano's streets are safe for everyone.

## **6. Ensure protection for farms and natural areas**

The sales tax plan should ensure that all highway projects are accompanied by conservation measures that protect farmland and provide open space mitigation.

## ATTACHMENT D



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4200 • FAX (707) 747-8120

February 22, 2005

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

**SUBJECT: STA COMPREHENSIVE TRANSPORTATION PLAN**

Dear Daryl:

At the Technical Advisory Committee (TAC) meeting on January 26, 2005, the draft Solano County Comprehensive Transportation Plan (CTP) was handed out and staff from each agency was requested to review and provide their comments for the next TAC meeting scheduled for February 23, 2005. Listed below are my comments and the draft list of regional and local transportation priorities for the City subject to final approval by the Benicia City Council. Please be advised that our City Council will review this information at their meeting of March 15, 2005 to then provide the STA with their final comments and list of transportation priorities.

## **I. ARTERIALS, HIGHWAYS AND FREEWAYS ELEMENT**

### **Needs on Routes of Regional Significance**

- Improve I-80/I-680/SR-12 Interchange
- Improve I-680/Lake Herman Road Interchange
- Widen I-680 from Benicia Bridge to I-80
- Widen State Park Road overcrossing at I-780 with bike/ped access
- Connect HOV System on I-80 and I-680
- Install I-780 (E 2<sup>nd</sup> to E 5<sup>th</sup>) auxiliary lanes
- Install I-780 (Columbus Pkwy to Military West) auxiliary lanes
- Improve I-680/Bayshore/Industrial interchange connections
- Improve I-780/Southampton/West 7<sup>th</sup> St. interchange ramps
- Improve I-780/East 2<sup>nd</sup> St. interchange ramps

### **Local Needs for Benicia (in addition to those listed above)**

- Install Citywide Traffic Calming improvements
- Widen & extend Industrial Way (I-680 to Lake Herman Rd) to 4 lanes w/median

- Widen East 2<sup>nd</sup> St. (Industrial Way to Lake Herman Rd) to 4 lanes w/median
- Construct connector road between East 2<sup>nd</sup> St. and Park Road
- Enhance First Street Corridor
- New traffic signal at Benicia High School
- Install citywide traffic signal & intersection improvements per CIP
- Widen Columbus Parkway to 4 lanes w/median
- Widen East 5<sup>th</sup> Street (I-780 to Military) with median
- Widen East 2<sup>nd</sup> Street (I-780 to Military) with median
- Widen State Park Road overcrossing at I-780 with bike/ped access
- Extend Bayshore Road between Park Road and Industrial Way
- Widen Park Rd (Industrial Way to Sulphur Springs Creek) to 4 lanes w/median
- Widen Park Rd (Adams St. to new connector road) with median.

**Specific comments to this section of the draft CTP:**

1. On page 21, please revise the local traffic impact fees for Benicia to reflect our current fee which is \$1,029.00 for single family residential and \$550.00 for high density residential.
2. On page 30, please revise the list of Benicia projects to match the list above.

## **II. TRANSIT ELEMENT**

### **Transit needs for Benicia**

- Construct Benicia Intermodal Transportation Station
- Provide ferry service to Benicia
- More joint bus operations
- Improve and/or replace bus shelters
- Improve schedules
- Increased marketing
- Increase service and routes
- Construct transfer facilities (initial transit stop for Benicia Industrial Park at Park Road /Industrial Way)

**Specific comments to this section of the draft CTP:**

1. On page 7, please include language about Benicia's desire to have ferry service provided to Benicia, our SRTP underway to provide an initial evaluation and with further analysis required.
2. On page 14, under New Service, please include language to investigate the feasibility of providing ferry service to Benicia.
3. On page 24, please revise the second sentence from the top of the page to read: "Benicia Transit operates intercity service via Interstates 780 and 680 from the Vallejo Ferry Terminal, through Benicia, to the Pleasant Hill BART station."
4. On page 28, in the section on Ferry Service to Benicia, please verify the figures for ridership on the Vallejo Ferry from Benicia residents. Our SRTP

- consultant indicates that the 15% figure may be low. Also, please consider adding a comment that service stops to Benicia similar to the stops made to Pier 41 in San Francisco could be explored.
5. On page 29, in the Benicia Transit section, please revise the first sentence to read: "Discussion is underway to consider transferring the operation of Benicia Route 1 from the Vallejo Ferry Terminal to the Pleasant Hill BART station intercity bus service to Vallejo Transit." Also, please mention that our SRTP is now underway.
  6. On page 32, please revise the list of Benicia projects to match the list above.
  7. On page 46, why is the Benicia Transit Route 1 table on this page?
  8. On page 48, the heading for Benicia Transit needs to be clear that this is not part of the previous section on Fairfield-Suisun Transit.
  9. On page 49, in the Patronage section, remove the word reportedly. Also, this section should include the number of Benicia residents that use the Vallejo Ferry. In the Policies section, need to mention the proposed stop for Route 40 at the I-680 and Industrial Way/Park Rd. intersection with a new park-n-ride lot.
  10. On page 51, in the section on Route 40, should include the proposed stop for the Benicia Industrial Park at the I-680 and Industrial Way/Park Rd intersection.
  11. On page 55/56, in the New Route from Vallejo to Benicia Industrial Park, should include the new stop at the I-680 and Industrial Way/Park Rd. intersection which would provide connections to local service and to Route 40.
  12. On page 58, why is Benicia Route 1 not listed in the tables 3, 4, 5 or 6?
  13. On page 84, need to continue to look further into seasonal, mid-day, weekend and/or commuter ferry service to Benicia.
  14. On page 85, under the Vallejo Transit section, need to include description of joint service currently provided by Vallejo and Benicia Transit which includes a single dispatch center and administration by the City of Vallejo. Also, on this same page, please note that Benicia Transit does provide intercity paratransit service.
  15. On page 95, please revise the second bullet under the I-680 corridor to read: "Industrial Way/Park Rd and/or the Benicia Intermodal Station near Lake Herman Road. On this same page under the I-780 corridor, please revise the last bullet to read: "Downtown area."

### **III. ALTERNATIVE MODES ELEMENT**

#### **Alternative mode needs for Benicia**

- Widen State Park Road overcrossing at I-780 with bike/ped access
- Construct Benicia Bridge bike path and walkway improvements
- Construct Park Road (Adams to Oak) bike path and walkway improvements
- Construct First Street Streetscape Project
- Construct 3 new park-n-ride facilities

- Install bike and walkway connections to the historic Arsenal, Clocktower & Camel Barns facilities
- Install Bay Trail shoreline connections between Vallejo and the Benicia Bridge
- Install citywide bike path improvements per General Plan/CIP
- Install citywide walkway improvements per General Plan/CIP
- Install citywide Traffic Calming improvements
- Construct Benicia Intermodal Transportation Station
- Provide ferry service to Benicia

**Specific comments to this section of the draft CTP:**

1. On page 2, please revise the list of Benicia projects to match the list above.
2. On page 27, please revise the figure to list the Benicia Intermodal Transportation Station (not train).
3. On page 46, please revise the park-n-ride project #16 to read: "Industrial Way/Park Rd and/or Benicia Intermodal Transportation Station (Lake Herman) at I-680." Also, this should list only 300 to 500 spaces.
4. On page 46, please revise the park-n-ride project #18 to read: "West Military/Southampton Road Area".
5. On page 47, please revise the second bullet for the I-680 park-n-ride lots to read: "Industrial Way/Park Rd and/or Benicia Intermodal Transportation Station (Lake Herman)".
6. On page 47, please revise the second bullet for the I-780 park-n-ride lots to read: "West Military/Southampton Road Area".
7. On page 60, please revise the second to last bullet to read: "Benicia's State Park Road Overcrossing at I-780 Bike/Ped project.
8. On page 67, Table 13 is referenced but not included.
9. On page 76, in the Alternate Fuels section, should include a discussion with a list of all the existing electric vehicle charging stations (including the one at Benicia City Hall) and all the proposed stations in the county.

Thank you for the opportunity to comment on the draft CTP. Please let me know if you have any questions or if additional information will be required as part of this process. Just give me a call at (707) 746-4240.

Sincerely,



Daniel Schiada

Director of Public Works

cc: Jim Erickson, City Manager  
 Rob Sousa, Finance Director  
 Michael Throne, City Engineer

From: E K Laevastu   
 Date: February 22, 2005  
 Subject: Comments on Draft Alternative Modes Element

### Content

Although the integration of transportation and land use planning is identified as one of the goals in the Comprehensive Transportation Plan (page 3, paragraph 3), it is not included in the goal (page 4) nor as one of the objectives (page 5). Recommend adding the following objective:

Objective - Encourage community-oriented plans that enable residents to use a range of travel modes to access jobs, shopping, recreation and other daily activities and basic necessities of living.

On page 18, change the heading to read *Solano TLC Plan*. Delete the heading *TLC Goals, Objectives, and Actions* on page 19. Change the following to paragraphs to read:

The Solano TLC Plan has been developed as a part of the 2030 Solano Comprehensive Transportation Plan. The Plan presents recommended goals and objectives that will help encourage future transportation and land use linkages and serves as a resource for local jurisdictions.

The fourth paragraph on page 24 reads, "Each CMA's approach to the new program ..." What does "new program" refer to and what is CMA? Overall, the paragraph is unclear.

I recommend the following revision the first page and a half of *Ridesharing*:

#### RIDESHARING

Support for carpooling and vanpooling ... (currently 3rd paragraph under Introduction)

#### INTRODUCTION

Carpooling and vanpooling are popular means of commuting in Solano County (currently 1st paragraph in Ridesharing section)

Vanpools success in long-distance commutes. The vast majority ...

If the above mentioned suggestion is not acceptable, then recommend the following alternatives. The second paragraph under the heading *Introduction* in the *Ridesharing* section (page 29) does not seem to have a central point, it reads like a list of unconnected facts. Delete the paragraph that introduces the rideshare component (page 30).

I recommend restructuring the subsections in *Ridesharing* as follows:

#### Introduction

Comprehensive Transportation Plan Relationship

Ridesharing Infrastructure

Rideshare Institutional Organization and Funding

SNCI Services and Programs (include vanpool and carpool existing programs from Tables 8 and 9 here)

Potential Program Enhancements (include Carpool Program Enhancements)

What purpose does the subsection *Neighboring Rideshare Programs* (beginning on page 33) serve? I recommend deleting this subsection.

The last sentence in the first paragraph under the heading *Role of Ridesharing Today* (page 43) is misleading. Note that Table 5 indicates that 71 percent drive alone, there has been no significant improvement between 1993 and 2003.

Table 6 and its ensuing paragraph (pages 43-44) are not logically connected to the material presented before them. That is, there is no comparative analysis between Solano County and Bay Area commute data. Recommend dropping Table 6 and its related paragraph or adding analysis.

Regarding casual carpooling (page 44), should we survey and track trends? Are there other locations besides the one listed the second paragraph of the subsection? Should we advertise?

The paragraph after Table 7 (page 46) indicates that a park-and-ride facility was opened in Dixon in 2002. This information should display in Table 7 rather than be a separate paragraph.

The first paragraph on page 47 refers to "this update of the intercity Transit Element". I believe this sentence should be revised. The last paragraph on page 47 should perhaps further define the Transit Element (e.g., Transit Element of the Comprehensive Transportation Plan).

The first full paragraph on page 48 should be revised as there is no Appendix B. Suggest deleting this sentence.

Table 8 (page 49+) includes existing vanpool program attributes and Table 9 (page 52+) includes existing carpool program elements although this subsection is titled, *Potential Program Enhancements*. Recommend taking current program elements and moving them to an earlier section in *Ridesharing* as suggested above.

Do the sections on employer incentive programs (page 53) and transit and bicycle promotions programs (page 54) belong here? They are reflected as subheadings to carpool program enhancements.

The subsection, *Other Measures*, (page 57) is under *Carpool Program Enhancements*. I don't think it belongs in this position. This paragraph is very important, should be rewritten, and moved into a more prominent position in the Element.

Is there a CTP relationship to bicycling?

The Element states that "Bicycle racks and lockers are found at most major shopping areas and

destinations where residents choose to ride, and current plans address implementing new facilities where there is demand.” Is there a list of shopping centers and destinations where there are bicycle racks and lockers? How is demand identified? What are the additional destinations where new facilities are being planned?

Is there a CTP relationship to pedestrian travel?

Are the subsections *Pedestrian Plan Elements* and *Public Outreach and Participation Process* in the *Countywide Pedestrian Plan* section necessary? I don't think they add any value to the Element and recommend omitting them.

I suggest that the subsections in the *Countywide Pedestrian Plan* section be:

- Pedestrian Plan Objectives
- Guidelines for Pedestrian Planning and Design
- Current Pedestrian-Supportive Projects and Concepts

I suggest the following content for the new *Guidelines for Pedestrian Planning and Design*:

The Plan provides specific information on planning and designing for pedestrian-oriented communities. This information is useful to local agencies and the public to encourage and facilitate pedestrian activity and circulation. This information is organized into four topics:

- Land Use
- Site Planning and Design
- Street System Planning and Layout
- Pedestrian Routes, Spaces, and Amenities

Recommend revising the paragraph under the heading *Current Pedestrian-Supportive Projects and Concepts* as follows:

The overall goal of the Countywide Pedestrian Plan is "A complete, safe, and enjoyable system of pedestrian routes and zones in the places people need and want to go in Solano County, providing a viable alternative to use of the automobile, through connection to transit, and employment, health, commercial, recreational and social centers." Achieving the overall goal requires a long-term commitment. The Plan identifies 39 current pedestrian-support projects. The priority pedestrian projects for Solano County are:

- 1.
2. etc.

The Plan also identifies pedestrian concept projects that have not yet been formally proposed as projects. These concepts originated from various sources, including informal discussion with agency staff, specific policies found in general plans and other policy documents, studies and reports related to pedestrian issues, and public workshops held for development of the Plan.

The first full paragraph on page 68 includes information regarding costs. I recommend deleting everything in the paragraph except the last sentence and moving this sentence to the paragraph introducing the numbered lists of projects.

The second full paragraph on page 68 discusses pedestrian concept projects and refers to Table

14. Suggest paring down this paragraph by deleting the two middle sentences that begin with “The pedestrian ...” and “These concepts are also described ...”. Delete the full paragraph at the top of page 69 and the section titled, *Pedestrian Improvement Costs*.

**Context**

<u>Page</u>	<u>Paragraph &amp; Line</u>	<u>Comment</u>
1	2 2	Replace word “trails” with “routes”
2		There is a Table 1 but no reference to it in any of the text. Any tables and figures should be referred to in the text and should add information or clarification; otherwise, they should not be included.
8	1 5	“3promoting”
8	4 5	Drop the comma before “or to support”
8	5 8	Drop the comma before “and enhanced”
11	1 8-14	The sentence beginning with “The Alternative Modes Element” and ending with “infrastructure projects” is confusing with the numerous commas and particularly the segment that begins with “projects” and ends with “projects.”
12	2 6	Change “is” to “are”
16	2 9	Drop the comma between “reach” and “or”
16	3 2	Has ABAG been spelled out earlier?
18	1 4	Drop the comma between “live” and “and”
18	1 8	Drop the comma between “transit” and “are”
18	2 2	Drop the comma between “bicyclists” and “as well”
18	2 7	Drop the comma between “U.S.” and “and”
23	3rd full paragraph	The first sentence refers to ten years of financing for T-PLUS. What is the ten year time frame?
24	1 6	Add a comma between “2004” and “STA”
24	1 9	Correct the spelling of “co-ordinate”
24	3 3	Delete the comma between “ridesharing” and “and”
24	5 2-5	The second sentence beginning with “[A]ll projects must have ...” is unclear
25	1 2	Add a comma between “(or will exist)” and “which”
25	2 3	Add a hyphen between “on” and “time”
25	9 5	The last sentence is unclear
26	2 3	Delete the comma between “sources” and “and”
29	1 6	What does the word “split” mean?
30	1 1	What does the term “split” mean
30		“2.0”
31	4 6	Delete the comma between “County” and “as well”
32	2	Is Table 3 necessary? If so, the text should refer to the table number. There is no Table 2.
35	4	Add commas after “maps” and “storage”

35	6	2	Delete the space between “park-” and “and”
35	8	12	Change to “companies’ programs and”
36	1		There is no reference to Table 4 in the text
36	3	1-2	Change from “database, which” to “database that”
36	3	5	Change from “vehicle, which” to “vehicle that”
37	Last bullet		Why is this a separate bullet?
38	1		This paragraph does not flow ....
39	2	3	Delete the comma between “mode” and “and”
40	8	6	What does “imminent” mean?
41	2		A table of survey results might be provide additional information
41+			Should headings beginning with “Ridesharer Characteristics” display in different format since they are subordinate to “Factors Influencing Commute Ridesharing”?
42	1	7-8	What does the phrase “mode choice of destinations” mean?
42	1	14	Add an “s” to “car”
42	2	5	Add an “s” to “car”
42	3	1	Delete the comma between “tolls” and “if”
43	1	2	Paragraph refers to Table 4 and the subsequent table is 5
44	2	9	What is “signing”?
44	2	13-14	What information is available at the EDF web site? Why is it significant?
44	3	2	Change from “service, which” to “service that”
44	3 & 4		Combine the paragraphs
44	4	5	Add a comma between “locations” and “where”
45	1	3	What is “ITS”?
45	1	9	Figure 1?
49	2	5	Delete the comma between “annually” and “or”
58	2	3	Delete the comma between “residents” and “and”
59	1	6	Delete the comma between “connections” and “to”
59	3	8-9	Delete the comma between “other and “and”
61	1st full paragraph		Reference to figure “#”

### Wording

<u>Page</u>	<u>Paragraph &amp; Line</u>	<u>Comment</u>
1	3 1	Replace “also begins to explore the various” with “explores”
11	2 4	Replace “protected” with “protects”
11	3 10-11	What does “more nuanced views of unchecked growth” mean?
12	1 2	What does the word “major” mean in this case?
24	5 1	Replace “through” with “to”
24	5 5	Start a new paragraph with the last sentence, “The first tier ...”
38	3 1	Change from “Advising” to “Advice to”
38	4 1	Delete “Offering”

39	7	1	Delete "such as community events"
64	1	1	Add "Solano County" before "Pedestrian Plan"
64	1	3 & 4	Why are "connections" and "places" in italics?
64	1	5	Remove quotes around Walking
64	2	1	Change from "is intended to identify" to "identifies"

**Minor**

<u>Page</u>	<u>Paragraph &amp; Line</u>	<u>Comment</u>
9	4 1	Change "And" to lower case
9	7 8	Drop the word "dollars" since the text includes \$
10	2 1	Drop the word "of" between "November" and "2000"
11	1 2 & 3	STA and CTP have already been spelled out
12	2 3	Double periods
12		Orphaned underlined subheading "Smart Growth ..." without a second subheading
16	3 3-4	Is the parenthetical content (e.g., the Baby Boomers) necessary?
23	2 bullets	Move bullets to the left to match others
26	4 3	Spell out the numerals "3" and "5"
26	1 8	Replace the "/" with the word "and"
26	2 2-3	Drop the phrase that begins with "of which there are many ..."
31	3 1	Does "Rideshare Agency" need to be capitalized?
31	4 2	Is the use of the term "organization" necessary?
31	4 8	Does "Work Programs" need to be capitalized?
32	3 10	Spell out the numeral 6 as in six-year
34	Last bullet	Does "Commute Consultants" need to be capitalized?
38	7 1	Is "sometimes held in the Bay Area" necessary?
40	5 2	Change from "employers. Social" to "employers, social"
40	7 2	Drop the extra spaces
40	7 6	Change from "'90s" to "1990s"
40	8 1	Should "regional rideshare" be capitalized?
41	1 1-3	Drop the questions at the beginning of the paragraph.

**General Comments**

**Commas** There is an inconsistency in the use of the comma when listing three or more items. Sometimes the comma is included before the word "and" and at other times it is omitted.

**Percentages** There is an inconsistency in spelling out the term "percentage." It should be spelled out in text rather than using the percentage symbol (%).

**Semicolons** There seems to be an inconsistent use of semicolons; e.g., the bullets and the numbered list on page 30.

**Hyphens** Park-and-ride has not been consistently hyphenated as in paragraph one on page 41. Hyphenate Bike-to-Work in all occurrences.

I have the following comments on the Comprehensive Transportation Plan:

Arterials, Highways and Freeways element

Page 5 - 7) It is not clear to me what role major collectors play. Only a few are listed. It should be clarified that only certain roads have been selected, and that the list on page 7 is only partial. I would also add Pleasants Valley Road and Suisun Valley Road as routes of regional significance, since they are major routes connecting Solano County to Napa County and Yolo County.

Page 9) Please add "Safety improvements to Pleasants Valley Road and Suisun Valley Road" to Solano County's needs.

Page 18, first paragraph) The discussion of maintenance should also refer to the use of slurry seals and chip seals.

Page 18, fourth paragraph) The first sentence is garbled, and needs to be corrected.

Page 21) County fees range from \$5,613 to \$5,714 per unit.

Page 33) Insert "to four lanes" after "Widen Peabody Road". Insert "deficient" after rehabilitate existing".

Transit element

Page 15) I suggest references to "Economic Justice" be replaced with "Economic Considerations".

Table 1) Delete Solano County's reference to Local Bus. Put an "F" or some other symbol for Solano County under Intercity Bus and Paratransit to indicate that the County participates in funding those activities.

Page 32) Delete "Fixed routes in unincorporated area" under Solano County.

Page 43, Operating Costs, second paragraph) Mention that Solano County contributed \$25,000 in FY 04-05 to help subsidize the operations of BARTLink (Routes 85/90/91).

Page 46) The table for Benicia Transit is in the wrong location.

Page 48, Operating Cost Projections, first paragraph) Mention that Solano County contributed over \$35,000 in FY 04-05 to help subsidize the operations of Routes 20, 30 and 40.

Page 85, third paragraph) Solano County's funding support for paratransit should be mentioned.

Page 91) I believe the 379 lot Park and Ride lot in Vallejo is at the southwest corner of Curtola and Lemon, while the 64 lot Park and Ride lot in Vallejo is at the southeast corner.

Alternative Modes element

Table 1) Delete the guaranteed ride home employee program. Add the Vacaville-Dixon Bike Route and the Fulton Avenue sidewalk in unincorporated Vallejo. Add the word "Town" between Old and Cordelia.

Page 9) There should be mention that Prop 42 funds have been suspended since FY 02-03, and will likely continue to be suspended for several more years.

Page 10) Solano County's Old Town Cordelia improvement project should be listed as a TLC project receiving planning grant funding.

Page 21) There should be a paragraph on Solano County's Old Town Cordelia improvement project.

Page 60) The Dixon to Davis Bike Route should be listed as a Solano County project. Also, take out the references to the different phases. Under the bridge replacement discussion, insert the word "been" before "replaced". Also add the "Vacaville-Dixon Bike Route (Solano County)" to the list of specific recommendations for future project.

Page 67) Add the Old Town Cordelia improvement project (Solano County) and the Fulton Avenue Sidewalk in unincorporated Vallejo (Solano County) to the list of projects.

Page 70) If the Jepson Parkway is to be shown as a regional pedestrian route, then the Dixon-Davis Bike Route and the proposed Vacaville – Dixon Bike Route should also be shown. Also, there are two routes shown that I am not aware of: the one along I-80 just west of I-680, and the one north of Lake Herman Road north of Benicia. What are these?

Paul Wiese  
Solano County  
February 11, 2005  
05026.doc

**Solano County  
Comprehensive Transportation Plan  
Draft January 2005**

**Comments**

1. **Executive Summary, Vision of the CTP 2030, Page i.**  
**Comment:** "Enhance Safety" is mentioned in the CTP Vision Statement, but isn't carried forward into the Arterials, Highways & Freeways Element in its Goals & Objectives. This despite the fact that many of the recommended improvements in various corridors are safety-related. A Travel Safety Program is mentioned on page 20, but the link to the Arterials, Highways & Freeways Element is not clear.
2. **Arterials, Highways and Freeways Element, Traffic Management Program, Page 19.**  
**Comment:** Caltrans appreciates that STA recognizes the need for ITS and other traffic management systems as well as STA's recommendation to develop a Countywide Traffic Management Plan to implement that Vision. This is an area where Caltrans would be strongly supportive of working with STA. The STA's Traffic Management Program description should note that such a Plan would be developed to complement the Bay Area ITS Regional Architecture completed by MTC last October.
3. **Arterials, Highways and Freeways Element, Systems Performance Measures, Page 26.**  
**Comment:** The language here acknowledges the intent of performance measures to gauge effectiveness of projects, policies and programs linked to STA's goals and objectives. Is it the intention of STA to eventually link CTP goals and objectives to performance measures? Or only if McPeak's 2004 effort yields some level of statewide consensus?
4. **Transit Element, Goals and Objectives, Objective E – Environmental Justice, Page 15.**  
**Comment:** Suggest providing statements on community involvement including minority and low to moderate-income populations in Solano County.
5. **Transit Element, Transit Service for Senior and Disabled (Paratransit), Recommended Plan, Page 86.**  
**Comment:** Suggest adding bullets/text for paratransit services to other medical related facilities such as rehabilitation centers, Traumatic Brain Injury (TBI) support groups, etc.
6. **Transit Element, Transit Service for Senior and Disabled (Paratransit), Recommended Plan, Page 86.**  
**Comment:** There is no mention of costs or funding sources needed to deliver the Recommended Plan.

The Caltrans, District 4 Office of System and Regional Planning appreciates the opportunity to review and comment on the Draft Solano County Comprehensive Transportation Plan.

Please send any questions and/or responses to these comments to:

Cameron Oakes  
 Caltrans, District 4  
 Office of System and Regional Planning  
 111 Grand Avenue/P.O. Box 23660  
 Oakland, CA 94623-0660



DATE: April 20, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
RE: MTC RM2 Transit Connectivity Study

**Background:**

In July 2003, the Metropolitan Transportation Commission (MTC) began a transit connectivity study in coordination with transit operators throughout the Bay Area. The project goals were to:

- Identify connectivity features that are in greatest need of improvement.
- Identify priority connection locations or transit “hubs.”
- Identify best practices or models of how to implement improvements.
- Recommend, where applicable, regional standards or procedures for transit operators, local governments and regional agencies to adopt in order to promote more seamless use of transit for the customer.

Some of the key customer service issues that were studied were pre-trip planning, fares and fare collection, transfer point services/amenities/information, marketing and education.

The Transit Connectivity Study recommendations focused on a series of seven major points:

- Establish a regional network of transit hubs
- Improve regional wayfinding signage and information assistance
- Fully implement regional transit trip planning
- Expand real-time transit information
- Improve customer information telephone services
- Plan for “last mile” connecting services
- Complete Translink rollout.

STA staff participated in this process and coordinated with the Transit Consortium. The study was completed in December 2004. The study results are being used as a foundation for the required Transit Connectivity Plan required by SB916 and funded by Regional Measure 2 (RM2).

Nineteen transit hubs were identified as the Regional Transit Hubs part of the network. For Solano County, the study included the Vallejo Ferry Terminal, but only references

the Fairfield Transportation Center and Suisun Amtrak Station. Following Consortium and TAC action, the STA Board supported the FTC being added to the list of Regional Transit Hubs. Nevertheless, the FTC was not included in the final report.

**Discussion:**

The RM2 funded Transit Connectivity Study was begun in February 2005. By SB916 legislation, it is required to be completed by December 2005. MTC retained Wilbur Smith Associates (WSA) to conduct this study. According to SB 916, "No agency shall be eligible to receive funds under this section unless the agency is a participant operator in the commission's regional transit connectivity plan."

STA staff continues to participate in the Transit Connectivity Study working group. At the initial meeting in March, the draft list of regional transit hubs was presented. FTC was not on the list. The project goal was to finalize the list by April to move onto the next steps of the study. Along with Fairfield staff, STA has continued to advocate for the inclusion of the FTC on the list of regional hubs. At the April 20 meeting of the RM2 Transit Connectivity work group, the FTC was added.

The next step in the process is to develop a list of five prototype hubs. Each hub will undergo an assessment of wayfinding signage, infrastructure improvements, customer information, and coordinated scheduling. The hubs selected are to represent a cross-section of the entire list: rail/bus, ferry, bus only, on-street vs. off-street loading, urban, suburban. One hub that is proposed to be a prototype is El Cerrito del Norte where Vallejo Transit buses stop. Once the hubs are selected:

- an inventory of their characteristics will be collected;
- a hub team will be formed of the transit providers that serve the hub;
- a field tour will be taken to identify problems, opportunities and develop recommendations;
- a customer focus group (of users and potential users) will be formed for each hub
- recommendations for improvements will be made.

A more thorough description of this process is attached.

**Recommendation:**

Informational.

Attachment:

A. Transit Connectivity Study April agenda materials



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

*Memorandum*

TO: Transit Connectivity Technical Advisory Committee

DATE: April 15, 2005

FR: Connie Soper, MTC

W.I.:

RE: Transit Connectivity Study

The Regional Measure 2 Transit Connectivity Technical Advisory Committee will convene on Wednesday, April 20 at 10:00 a.m. in the 3<sup>rd</sup> floor (“Fishbowl”) Conference Room of MTC offices, located at 101 8<sup>th</sup> Street, in Oakland. The meeting will last until approximately 12:00 noon.

The agenda for the meeting is attached, as are materials that will be covered at the meeting. As the agenda indicates, we will be discussing the approach and specific activities suggested for Task 3 of the project, evaluation of the five prototype hubs. For each hub, the assessment will consider:

- Wayfinding signage
- Infrastructure improvements
- Customer Information
- Coordinated Scheduling

As a first step, the consultant team will be convening a task force for each hub to provide input to their work. It would be helpful if you could come prepared to the meeting with suggestions for persons to participate on those task forces.

If you have any questions, please feel free to contact me at (510) 464-7746.



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel.: 510.464.7700  
TTY/TDD: 510.464.7769  
Fax: 510.464.7848  
e-mail: info@mtc.ca.gov  
Web site: www.mtc.ca.gov

**Regional Measure 2 Transit Connectivity Plan Technical Advisory Committee Meeting #2**

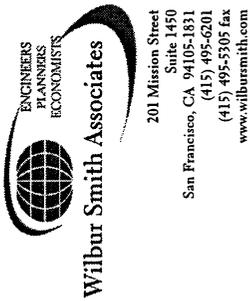
**April 20, 2005**

**10:00 a.m.-12:00 p.m.**

**Third Floor Conference Room, MTC**

**AGENDA**

1. Introductions (All)
  
2. Review Regional Network of Transit Hubs (Bill Hurrell, Wilbur Smith Associates)
  
3. Review Methodology/Recommended Five Prototype Hubs (Bill Hurrell)
  
4. Task 3: Evaluation of Prototype Hubs (Bill Hurrell)
  
5. Next Steps (Connie Soper, Bill Hurrell)



Soper, Connie  
 April 14, 2005  
 Page 2

evaluation process. We have shaded the five hubs that we have selected for the prototypes. We purposely excluded those hubs that are slated for future reconstruction; Transbay Terminal, Napa Transportation Center, Vallejo Ferry Terminal, and the Coliseum Airport BART Station.

- Table 3 – This table summarizes our rationale for the selection of the five prototypes hubs, identifying each hub and reasons for their selection. We have also provided a grouping of the hubs by major type which shows how the recommendations developed for the prototype hubs could reasonably be extended to cover the other hubs within each type.

**Task 3: Recommend Transit Hub Improvements**

Task 3 involves a major effort; over half of the total study resources will be devoted to completing this task. The selection of the five prototype hubs will trigger the initiation of this task which is slated to be completed by the end of July. It is important that we get off to a quick start. We need the help of the Working Group Members in identifying the right persons from each transit operator and the local jurisdictions to form the Hub Task Force for each of the five prototype hubs. From each transit operator we are looking for the individual or individuals that would be most knowledgeable about the transit marketing and operations aspects of their services at the specific hub in question. It would be very helpful if the Working Group members could come to the meeting next week with their recommendations as to who should be on each of the Hub Task Forces for the five prototype hubs identified in Table 3. We have also attached a brief which outlines the initial steps in Task 3.

I have attached three tables as follows:

- Table 1 – This is the revised version of the table we reviewed at the first Working Group meeting. Our work scope calls for us to review the recommendations from the 2004 MTC Transit Connectivity Study and to revise as appropriate the list of hubs to be included in this study. The shaded rows represent the hubs that we recommend to be included in the study. We have combined the San Francisco Ferry Terminal and the Embarcadero BART Station into a single hub, because from a users' viewpoint and an operational perspective these hub pairs function as a single combined hub. We have added the Coliseum Airport BART Station because it has three services rather than the two indicated in the 2004 study. We also added the Napa Transit Center as it is a good example of bus only transit hub, typical of many suburban transit centers, and is the largest hub in Napa County. The result is that there are now a total of 20 hubs to be considered in the study. We reviewed the data on AM peak vehicles and entries and exits, which came from the 2004 study. In our view this data is reasonably accurate and has been used appropriately in selecting the hubs.
- Table 2 – This is a new table that categorizes the 20 selected hubs from Table 1 by county, transit modes served, operators, type of Hub, and any special features or comments. The purpose of this was to help us select the five prototype hubs that will be considered in the initial step of the hub

Albany NY, Atlanta GA, Austin TX, Baltimore MD, Bangkok Thailand, Baton Rouge LA, Birmingham NY, Burlington VT, Charleston SC, Charleston WV, Chicago IL, Cincinnati OH, Cleveland OH, Columbia SC, Dallas TX, Denver CO, Detroit MI, Durham NC, El Paso TX, Fort Worth TX, Fresno CA, Galveston TX, Honolulu HI, Houston TX, Indianapolis IN, Jacksonville FL, Kansas City MO, Knoxville TN, Lake City AR, Little Rock AR, Los Angeles CA, Louisville KY, Madison WI, Miami FL, Miami Beach FL, Miami Beach SC, Nashville TN, New Haven CT, Orlando FL, Philadelphia PA, Pittsburgh PA, Portland ME, Raleigh NC, Richmond VA, Riyadh Saudi Arabia, Salt Lake City UT, San Francisco CA, St. Paul MN, Savannah GA, Seattle WA, Tallahassee FL, Tampa FL, Tempe AZ, Trenton NJ, Washington DC

Employee-Owned Company

**Table 1**  
Summary of Regional Hub Evaluation  
(Adapted from the 2004 MTC Transit Connectivity Study)

Station Center	2004 Selected?	Number of Services	AM Peak Vehicles	AM Peak Entries/Exits*	County	Potential for Priority
San Francisco BART	X	3	300	4620	Alameda	Yes
MacArthur BART	X	3	232	3277	Alameda	Yes
Fremont BART	X	3	179	928	Alameda	Yes
22nd St. Oakland BART	X	2	39	766	Alameda	Yes
Phasant Hill BART	X	2	479	2630	Alameda	Yes
El Cerrito Del Norte BART	X	6	165	1163	Contra Costa	Yes
Richmond BART/Amtrak	X	6	280	1903	Contra Costa	Yes
San Rafael Transit Center	X	4	132	769	Contra Costa	Yes
Embarcadero Ferry Terminal	X	3	131		Main	Yes
Transbay Ferry Terminal	X	3	787	10026	San Francisco	Yes
AT&T Center BART	X	3	1152	8454	San Francisco	Yes
Montgomery BART	X	4	897	22774	San Francisco	Yes
Concord BART	X	3	206	954	San Francisco	Yes
Walpole BART	X	2	133	2417	San Francisco	Yes
Millbrae BART	X	3	133	2417	San Francisco	Yes
San Jose Diridon	X	3	78	113	San Mateo	Yes
San Bruno	X	3	78	113	San Mateo	Yes
San Alito/Gairtain	X	3	274	5022	Santa Clara	Yes
Santa Clara	X	4	105	4065	Santa Clara	Yes
Great Alameda	X	4	104	1180	Santa Clara	Yes
Mountain View	X	4	97	3199	Santa Clara	Yes
Vallejo Ferry Terminal	X	4	65		Solano	Yes
Suisun Amtrak	X	3	22	308	Solano	Yes
Fairfield Transportation Center	X	2	77		Solano	Yes
Sage Ross Transit Center	X	3	196		Sonoma	Yes
Napa Transit Center	X	2	95		Napa	Yes

Notes: 1. Hubs marked with an 'X' were those selected in the 2004 MTC Transit Connectivity Study  
2. Rail Passengers Only - Data was developed from MTC model runs developed to support the RTP.

Wilbur Smith Associates  
4/13/2005

**Table 2**  
BAY AREA TRANSIT HUBS AND OPERATORS

Transit Hub	County	Transit Modes	Operators	Type	Comments
1. Dublin/Pleasanton BART	Alameda	BART, Transit Bus	BART, WHBLS, Amtrak, buses County Connection, Modesto Area Express/AAAX, San Joaquin Regional Transit/ SMART	Suburban	---
2. Fremont BART	Alameda	BART, Transit Bus	BART, AC Transit, VTA	Suburban	---
3. Oakland 12th Street BART	Alameda	BART, Transit Bus	BART, AC Transit	Downtown	---
4. Coliseum Oakland Airport BART	Alameda	BART, Transit Bus	BART, AC Transit, AHBART	Urban	Future AGT Connection
5. Phasant Hill BART	Contra Costa	BART, Transit Bus	BART, Benich Transit, County Connection, Fairfield/Suisun, WHBLS	Suburban	---
6. El Cerrito Del Norte BART	Contra Costa	BART, Transit Bus	BART, GGT Transit, Vericard, GGT, Vallejo	Urban	---
7. Richmond BART/Amtrak	Contra Costa	BART, Intercity Rail, Transit Bus	BART, AC Transit, GGT, Capitol, Concord, San Joaquin GGT, Greyhound, Merritt Sonoma, Airports	Urban	---
8. San Rafael Transit Center	Main	Transit Bus, Intercity Bus, Airporter	BART, GGT Transit, Vericard, GGT, Vallejo	Urban	Future SMART Streetcar
9. San Francisco Ferry Terminal & Embarcadero BART	San Francisco	BART, Ferry, Intercity Bus, LRT, Streetcar, Transit Bus	BART, GGT Bus & Ferry, Muni Bus, LRT & Streetcar, Vallejo Alameda & Harbor Bay Ferries, Liburon Ferry, Amtrak	Downtown	Future SMART Streetcar VTA Hub
10. Transbay Term. & Montgomery BART	San Francisco	BART, Intercity Bus, LRT, Transit Bus, Streetcar	BART, AC Transit, Greyhound, Muni, GGT, Samtrans	Downtown	Future Rebuild
11. Civic Center	San Francisco	BART, LRT Streetcar, Transit Bus	BART, Muni, GGT, Samtrans	Downtown	---
12. Caltrain Station 4th & Townsend	San Francisco	Commuter Rail, LRT, Streetcar, Transit Bus, Amtrak Bus	Caltrain, Muni, Samtrans, Amtrak Bus	Downtown	---

Table 2  
BAY AREA TRANSIT HUBS AND OPERATORS

Transit Hub	County	Transit Modes	Operators	Type	Comments
Total for all Hubs	4 Alameda 3 Contra Costa 1 Marin 4 San Francisco 1 San Mateo 4 Santa Clara 1 Solano 1 Sonoma 1 Napa	BART 10 Rail 8 LRT 7 Bus 19 Ferry 2	Amtrak-1 AC Transit-5 ACE-2 BART-10 Benicia-1 Capitol Corridor-3 County Connector-2 Fairfield Station-1 Golden Gate-7 LAVTA-1 San Joaquin-1 Westcat-1 VTA-5 Vallejo-2	Downtown 6 Urban 6 Suburban 7	Rebuilds Planned 4

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Table 2  
BAY AREA TRANSIT HUBS AND OPERATORS

Transit Hub	County	Transit Modes	Operators	Type	Comments
13. Millbrae BART	San Mateo	BART, Commuter, Rail, Transit Bus, shuttles	BART, Caltrans, Samtrans, shuttles	Suburban	
14. San Jose Diridon Station	Santa Clara	Commuter Rail, Shuttles, LRT, Bus	Caltrain, Capitol, Amtrak, Alameda, Commuter Express (ACE), Valley Transportation Authority (VTA), Santa Clara Transit	Downtown	Sports Center
15. Palo Alto Station	Santa Clara	Commuter Rail, Transit Bus, shuttles	Caltrans, VTA, Samtrans, Downtown shuttles	Urban	---
15. Great America	Santa Clara	Commuter Rail, LRT, Interactive Rail, shuttles	Capitol Corridor, ACE, VTA, shuttles	Suburban	---
17. Mountain View Station	Santa Clara	Commuter Rail, LRT, Transit Bus, shuttles	Caltrain, VTA, shuttles	Urban	---
18. Vallejo Ferry Terminal	Solano	Ferry, Transit Bus, Transit Bus, shuttles	Vallejo Ferry & Bus, Benicia Bus, Napa Bus	Urban	New RM2 Facility Planned
19. Santa Rosa Transit Center	Sonoma	Transit Bus, Airports	Santa Rosa Transit & GGT, Sonoma County, Mendocino	Suburban	---
20. Napa Intermodal	Napa	Transit Bus	Napa Transit	Suburban	New Facility Planned

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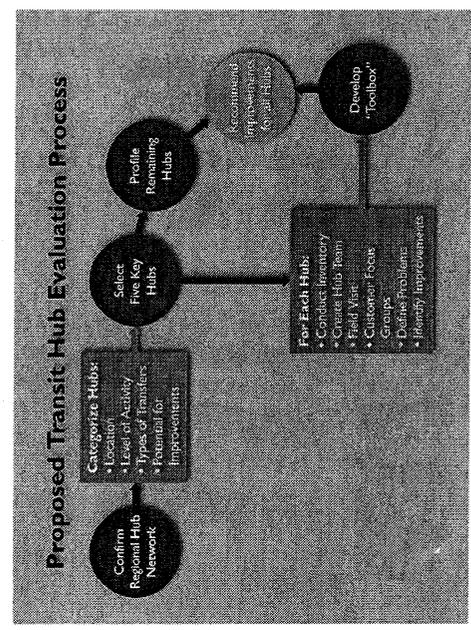


**Table 3  
RATIONALE FOR PROTOTYPE HUB SELECTION**

San Francisco Ferry Terminal/ Embarcadero BART	San Jose Diridon Station	San Rafael Transit Center	El Cerrito del Norte BART Station	Dublin/Pleasanton BART Station
<ul style="list-style-type: none"> <li>Ferry Mode Representative</li> <li>Most Transit Operators</li> <li>Paired Hub: Ferry Terminal, BART Station</li> <li>Represents San Francisco</li> </ul>	<ul style="list-style-type: none"> <li>Largest South Bay hub</li> <li>Hosts Caltrain, ACE, Amtrak &amp; Capitol corridor along with bus</li> <li>Adjacent to Sport Center</li> </ul>	<ul style="list-style-type: none"> <li>North Bay hub</li> <li>Represents an all bus facility</li> </ul>	<ul style="list-style-type: none"> <li>Multi-operator hub: AC Transit, GGT, WestCAT, Vallejo</li> <li>Has HOV ramp access to I-80</li> <li>Along San Pablo BRT</li> <li>Contra Costa County hub</li> </ul>	<ul style="list-style-type: none"> <li>Suburban hub</li> <li>Alameda County</li> <li>Relatively recent design</li> </ul>

Type A Urban Hubs Buses Loaded On-street	Type B Urban Hubs Off-street Loading	Type C Bus Only Hubs	Type D BART with Off-street Bus Loading
<ol style="list-style-type: none"> <li>Oakland 12th Street</li> <li>S.F. Ferry Terminal</li> <li>Civic Center BART</li> <li>Caltrain 4<sup>th</sup> St. &amp; Townsend</li> <li>Vallejo Ferry</li> </ol>	<ol style="list-style-type: none"> <li>Transbay</li> <li>Diridon</li> <li>Palo Alto</li> <li>Mountain View</li> <li>Great America</li> </ol>	<ol style="list-style-type: none"> <li>San Rafael</li> <li>Santa Rosa</li> <li>Napa</li> </ol>	<ol style="list-style-type: none"> <li>Dublin/Pleasanton</li> <li>Fremont</li> <li>Coliseum</li> <li>Pleasant Hill</li> <li>El Cerrito del Norte</li> <li>Richmond</li> <li>Millbrae</li> </ol>

**OVERVIEW OF INITIAL STEPS IN THE HUB EVALUATION PROCESS**



With the selection of the five key hubs at the end of Task 2, Task 3 will initiate with the following steps for each hub:

- Conduct Inventory** - The WSA team will gather available data and conduct inventories and field studies of each of the hubs to quantify its current characteristics. Data on existing wayfinding systems will be gathered at this time.
- Create Hub Team** - A local Hub Task Force will be formed consisting of technical staff from the transit providers that serve the hub as well as staff from the jurisdiction(s) where the hub is located. Depending on the characteristics of each, other key stakeholders such as property owners, local social service or special interest groups, advocacy groups, and other special interests may be involved. Each of the five hubs will have a unique task force group.
- Field Tour** - A field tour or visit to the hub will be conducted with the hub task force to review current conditions, review and identify problems and opportunities and develop recommendations. A review of the wayfinding systems at the hub will occur at this time.
- Customer Focus Group** - A customer focus group will be formed for each hub, consisting of persons who use or could use the hub for their normal travel. Each of the five hubs will have a unique focus group.
- Identify Improvements** - Specific recommendations will be developed for each of the hubs.



DATE: April 20, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
RE: State Transit Assistance Funds (STAF) Proposed Funding Plan  
for FY 2005-06 and FY 2006-07

**Background:**

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

**Discussion:**

Solano County receives approximately \$420,000 per fiscal year in STAF funds. STAF funds have been used for a wide range of activities, including providing matching funds for the purchase of buses, funding several transit studies, funding transit marketing activities, covering new bus purchase shortfalls when the need arises, and supporting STA transportation planning efforts.

Member agencies, through their InterCity Transit Consortium member, and STA staff submit candidate projects/programs for STAF funding. Attached is the STAF Program Allocation for FY 2004-05 (Attachment A) and an initial draft FY 2005-06 STAF program (Attachment B). At the April Consortium meeting, a date will be set for a meeting in early May to discuss candidate projects/programs for FY 2005-06 and FY 2006-07. Using these submittals, a draft 2-year program will be developed. The proposed program will return to the Consortium and TAC in May for approval and the STA Board in June.

**Recommendation:**

Informational.

Attachments:

- A. STAF Program Allocation for FY 2004-05
- B. Draft STAF Program Allocation for FY 2005-06; FY 2006-07

## DRAFT

State Transit Assistance Funds Program  
Allocation for FY 2004-05**NORTHERN COUNTIES STAF**

<b>Revenue Estimates</b>	<b>FY 04-05</b>
FY 2004-05 STAF Estimate (MTC, 2/25/04)	423,073
FY 2003-04 Revenue Adjustment	17,636
Projected Carryover from FY 2003-04	62,526
	<u>503,235</u>

**Projects/Programs**

Intercity Transit Operating Assistance (Rte 85)	175,000
Planning Staff and Studies	98,000
Marketing	98,000
Countywide Transit Consolidation Feasibility Study	35,000
SR 12 Transit Study	25,000
CALWORKS Extended Hours Transit	10,000
Match for LIFT Grants	20,000
ITS Equipment	30,000
	<u>491,000</u>

Balance to Carry Forward	12,235
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**REGIONAL PARATRANSIT STAF**

<b>Revenue Estimates</b>	<b>FY 04-05</b>
FY 2004-05 STAF Estimate (MTC, 2/25/04)	175,997
FY 2003-04 Revenue Adjustment	0
Projected Carryover from FY 2003-04	25,748
	<u>201,745</u>

**Projects/Programs**

Vallejo Paratransit (1/2 of estimate)	88,000
Paratransit 5310 Match (03-04 and 04-05)	34,050
Paratransit Vehicles Sinking Fund	
Paratransit coordination, PCC	20,000
Potential Paratransit Deficit	42,000
	<u>184,050</u>

Balance to Solano Paratransit Operating Assistance	17,695
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DRAFT  
 State Transit Assistance Funds Program  
 Allocation for FY 2005-06

**NORTHERN COUNTIES STAF**

<b>Revenue Estimates</b>	<u>FY 05-06</u>
FY 2005-06 STAF Estimate (MTC, 2/25/04)	430,000
Projected Carryover from FY 2004-05	<u>12,235</u>
	442,235

<b>Projects/Programs</b>	
Intercity Transit Operating Assistance (Rte 85)	
Planning Staff and Studies	105,000
Marketing	98,000
Countywide Transit Consolidation Feasibility Study	40,000
CALWORKS Extended Hours Transit	
Match for LIFT Grants	20,000
ITS Equipment	45,000
Transit Reserve	
	<u>308,000</u>

Balance to Carry Forward	134,235
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**REGIONAL PARATRANSIT STAF**

<b>Revenue Estimates</b>	<u>FY 05-06</u>
FY 2005-06 STAF Estimate (MTC, 2/25/04)	176,000
Projected Carryover from FY 2004-05	
	<u>176,000</u>

<b>Projects/Programs</b>	
Vallejo Paratransit (1/2 of estimate)	88,000
Paratransit 5310 Match	
Paratransit Vehicles Sinking Fund	34,000
Paratransit coordination, PCC	<u>20,000</u>
	142,000



DATE: April 15, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
SUBJECT: MTC/BAAQMD Spare the Air Transit Promotion

**Background:**

The Bay Area Air Quality Management District (BAAQMD) has coordinated the Spare the Air campaign for over ten years. The Spare the Air campaign encourages individuals to modify their travel and some other behaviors on days that are forecasted to be "Spare the Air" Days. The BAAQMD monitors the air quality and weather patterns to predict the next day's air quality levels and if they are predicted to exceed air quality standards, the public is notified through Spare the Air announcements. To reduce air pollutants and avoid an exceedance, the public is encouraged to reduce driving and increase the use of alternative modes including transit.

The Bay Area's Spare the Air season runs from June 1 through mid-October. Last year, a new element was added to the Spare the Air campaign. Through a partnership among the BAAQMD, Metropolitan Transportation Commission (MTC), and Bay Area Rapid Transit (BART), free rides were given on BART. To increase ridership and reduce early morning air pollutants which cause the most damage during the day, BART rides were free from 4am-9am on any non-holiday Spare the Air weekday. BART was reimbursed for the lost passenger fare revenue. There were fewer than five Spare the Air days. The program was evaluated and with significantly increased ridership (8%) documented, this Spare the Air strategy was deemed a success. To build upon this success, the BAAQMD and MTC are working together to expand the free transit promotion as part of the Spare the Air campaign in 2005.

As presented at past Consortium meetings, MTC and the BAAQMD convened the Bay Area's transit operators in early February to introduce this proposal and continued to meet. STA staff has been attending these meetings. In summary, all transit operators are encouraged to participate. Participating transit operators would be reimbursed for passenger fares lost on Spare the Air Days at specified amounts. The proposed conditions for participating in the campaign were presented. The conditions include a plan on how to accommodate a potential 10% increase in ridership, a secure communications strategy, and an evaluation reporting plan. Key transit staff members need to be identified to make operational and marketing decisions.

**Discussion:**

To maximize the impact and simplify the marketing message, MTC and the BAAQMD has encouraged all transit operators to participate. All of the other eight counties in the

region have at least one transit operator participating in the promotion. This promotion has been discussed at Consortium the past two months. Solano transit operators have expressed interest as well as concerns. Several city transit staff are undergoing organizational changes between the planning and implementation periods of this campaign, which makes finalizing an executable operational plan extremely difficult.

Vallejo Transit has expressed the most interest in this campaign and has the least concerns about organizational changes. As the largest transit operator in Solano with ferry service as well as local, BART and ferry feeder bus services, Vallejo Transit plays a key role in the region as well. STA staff will assist Vallejo Transit in preparing the campaign planning documents for the Spare the Air Transit promotion. Vallejo Transit is submitting a letter of commitment to MTC. Following the letter very shortly will be an Operations Plan, a Ridership Monitoring and Evaluation Plan, and a Funding Agreement.

The funding for this promotion includes federal funds and thus funding authorizations and reimbursements must be processed through Caltrans. To streamline the process, the BAAQMD will singularly coordinate with Caltrans and establish funding agreements between the BAAQMD and transit operators. Reimbursements from the BAAQMD will be provided after each "Spare the Air Day" and will not be delayed until the end of the Spare the Air season.

After considerable input throughout the region, it has been determined that paratransit services will not be included in this free ride promotion.

**Recommendation:**  
Informational.



DATE: April 15, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Robert Guerrero, Associate Planner  
RE: Safe Routes to Transit Program

**Background:**

As part of Regional Measure 2, \$20 million was made available for the Safe Routes to Transit (SR2T) Program dedicated to bicycle and pedestrian capital improvements and planning grants in and around transit facilities that have transit services with a nexus to any of the Bay Area state-owned toll bridges. This includes the Al Zampa Bridge (Carquinez) and Benicia/Martinez Bridge for Solano County. The SR2T Program is anticipated to be administered in five funding cycles with \$4 million available for each cycle. Each cycle is anticipated to occur every two years beginning this year.

The East Bay Bicycle Coalition (EBBC) and the Transportation and Land Use Coalition (TALC) are the lead agencies responsible for administering the program with assistance from the Metropolitan Transportation Commission (MTC). Since January 2005, EBBC and TALC have been working with an advisory committee consisting of twenty members affiliated with transit agencies, congestion management agencies (including the STA), city and county planning or public works departments (see Attachment A).

The committee held a Safe Routes to Transit Kick-Off Meeting on February 25, 2005 to introduce the program and provide an opportunity for the public to input on the program's potential scoring criteria. Staff from STA and City of Vallejo attended the kick off meeting.

**Discussion:**

Since this is the first cycle of funding, representatives from EBBC and TALC have begun an outreach effort to congestion management agencies (CMA) and transit agencies in an effort to receive input on how to make the SR2T program a success and promote the program. The group may continue the outreach effort to community leaders and advocacy groups throughout the Bay Area. David Campbell, EBBC Executive Director, is expected to attend the SolanoLinks Consortium to discuss the program further and solicit input from Consortium members.

SR2T applications are anticipated to be available in late April 2005 with applications due tentatively in July 2005 (to be determined). Additional SR2T information is available online at [www.transcoalition.org](http://www.transcoalition.org).

**Recommendation:**

Informational.

**Attachment:**

A. Regional Measure 2 Safe Routes to Transit Committee Members

## SR2T Advisory Committee

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Here's a list and their agencies:

Brad Beck	Contra Costa County Transportation Authority
Art Brook	Marin County Department of Public Works
Amber Crabbe	Transportation and Land Use Coalition
Dave Campbell	East Bay Bicycle Coalition
Pat Dixon	San Mateo County
Harley Goldstrum	Former BART manager
Robert Guerrero	Solano County Transportation Authority
Lisa Hammon	West Contra Costa Transportation Advisory Committee
Doug Johnson	Metropolitan Transportation Commission
Amanda Jones	City of Palo Alto
Nathan Landau	AC Transit
Jason Patton	Oakland Pedestrian Safety Project
Melissa Pelkey	San Francisco County Transportation Authority
Eileen Ross	San Francisco Department of Parking and Traffic, Livable Streets Program
Leah Shahum	San Francisco Bicycle Coalition
Joel Slavitt	SamTrans/Caltrain
Matt Todd	Alameda County Congestion Management Agency
Tom Van Demark	Oakland Pedestrian groups
Mike Vecchio	City of Walnut Creek
Rochelle Wheeler	ACTIA Bike/Pedestrian Coordinator

## SR2T Contact Info

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Amber Crabbe, Transportation and Land Use Coalition  
Dave Campbell, East Bay Bicycle Coalition



DATE: April 20, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Yolanda Dillinger, Commute Consultant  
RE: SNCI Monthly Issues

**Background:**

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, Partnership Regional Transit Marketing Committee, Solano Welfare to Work, and promotions. Other items are included as they become relevant.

**Discussion:**

- 1. Transit Schedules:** The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of April 18<sup>th</sup> via email. Based on the response received, an updated transit matrix will be provided at the meeting.
- 2. Partnership's Regional Transit Marketing Committee (RTMC):** The agenda from the April RTMC meeting is attached.
- 3. Welfare to Work (Solano):** The draft final agreement among the STA, City of Rio Vista, and the County of Solano was distributed to the City of Rio Vista and the County of Solano in early March. The agreement is to clarify the roles of each agency in the implementation of the Rio Vista CalWORKs Vanpool Project that received an MTC Low Income Flexible Transportation (LIFT) grant. This project will provide daily transportation between Rio Vista and Fairfield for Rio Vista CalWORKs recipients through the administration of two leased vanpools. The agreement has been returned from the City of Rio Vista without comments. Comments are pending from the County of Solano.
- 4. Promotions:** Planning continues for Bike to Work Week, which will be May 16 – 20. The Bay Area Bicycle Coalition secured sponsors at the regional level while SNCI staff has secured local sponsors who have agreed to donate prizes and coupons for participants in Solano and Napa counties. The local grand prize, a new bicycle, has been secured. The campaign will include a mailing to employers in Solano and Napa counties, radio and print advertising, direct mail to previous years' participants, and energizer stations on Bike to Work Day (Thursday, May 19<sup>th</sup>).
- 5. Events:** SNCI has been staffing information booths at events where transit information is distributed along with a range of commute options information. Recent

events include Business Expos in Fairfield and Napa, transportation fair at 1261 Travis Blvd in Suisun City, Napa Valley Job Fair and Auberge du Soleil Wellness Fair in Rutherford. Additionally, staff will be attending Earth Day Festivals in Fairfield and Vallejo, Business Expo in Vacaville, American Canyon Health Fair, Dixon May Fair Parade and Farmers Markets in St. Helena, Napa, Fairfield and Vacaville.

**Recommendation:**

Informational.

Attachment:

A. RTMC April Agenda

# Agenda

for

April 12, 2005

Meetings held bi-monthly on the second Tuesday

At 2 p.m.

235 Montgomery Street, 3<sup>rd</sup> Floor Conference Room  
San Francisco, CA



1. Approval of Minutes - None
  
2. New Business
  - Transit and Aging Coordination (Kim Martinson, TMA SF)
  - World Environment Day (Kim Martinson, TMA SF)
  
3. Transit Agency Updates & Information Sharing
  
4. MTC Project Updates
  - 511 Project Update – Ursula Vogler, MTC
  - TransLink<sup>®</sup> Marketing Subcommittee Update – Kellee Hopper, GG/Ursula Vogler, MTC
  
5. Adjourn. Next Meeting, June 14, 2-4 p.m.

NOTICE: If you have an item you would like discussed at the next RTMC committee meeting please contact Pat Boland, 2005 RTMC Chair, at [bolandp@smatrans.com](mailto:bolandp@smatrans.com) to have it added to the agenda.