



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, May 31, 2006
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	George Fink, Chair
II. APPROVAL OF AGENDA (10:00 – 10:05 a.m.)	
III. OPPORTUNITY FOR PUBLIC COMMENT (10:05 – 10:10 a.m.)	
IV. REPORTS FROM MTC AND STA STAFF (10:10– 10:15 a.m.)	
V. CONSENT CALENDAR <i>Recommendation: Approve the following consent items in one motion.</i> (10:15 – 10:20 a.m.)	
A. Minutes of the Consortium Meeting of April 26, 2006 <i>Recommendation:</i> <i>Approve minutes of April 26, 2006.</i> Pg. 1	Johanna Masiclat
B. STA Board Meeting Highlights – May 10, 2006 <i>Informational</i> Pg. 9	Johanna Masiclat
C. STIA Board Meeting Highlights – May 10, 2006 <i>Informational</i> Pg. 13	Johanna Masiclat

CONSORTIUM MEMBERS

John Andoh
Benicia
Breeze

Jeff Matheson
Dixon
Readi-Ride

George Fink
Fairfield/Suisun
Transit

J.D. Lynd
Rio Vista
Delta Breeze

Brian McLean
Vacaville
City Coach

George Untal
Vallejo
Transit

Paul Wiese
County of
Solano

- D. Updated STA Board and Advisory Committee Meeting Schedule for 2006** Johanna Masiclat
Informational
Pg. 15
- E. Funding Opportunities Summary** Sam Shelton
Informational
Pg. 19
- F. Call for Projects for Countywide Transportation for Livable Communities (TLC) Program for FY 2007-08 and FY 2008-09** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to issue a Call for Solano County TLC Capital Projects.
Pg. 23
- G. Pedestrian Advisory Committee Priority Pedestrian Projects** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to enter into a \$5,000 contract with Landpeople to update the Solano Countywide Pedestrian Priority Projects funded with \$5,000 from the STA's FY 2006-07 TLC program.
Pg. 31

VI. ACTION ITEMS

- A. Legislative Update – May 2006** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to formally support and endorse the propositions that result from the following bills that will be on the November 2006 general election ballot statewide:
 - *SB 1266 (Proposition 1B)*
 - *SCA 7 (Proposition 1A)***(10:20 – 10:25 a.m.) – Pg. 35**
- B. Intercity Transit Funding Agreement Proposal** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to approve the following:
 1. *The recommendations pertaining to Intercity Transit Funding and Service as outlined in Attachment C.*
 2. *Authorize the Executive Director to develop and sign an Intercity Transit Funding agreement based on the recommendations outlined in Attachment C.***(10:25 – 10:35 a.m.) – Pg. 57**

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

Recommendation:

Forward a recommendation to the STA Board to:

- 1. Approve the amended FY 2006-07 STAF project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds.*
- 2. Prioritize the countywide transit ridership survey for any additional FY 2006-07 STAF funding.*

(10:35 – 10:40 a.m.) – **Pg. 63**

D. FY 2006-07 TDA Distribution for Solano County Elizabeth Richards

Recommendation:

Recommend to the STA Board to approve the TDA matrix for FY 2006-07.

(10:40 – 10:45 a.m.) – **Pg. 69**

E. Unmet Transit Needs Comments & Response for FY 2006-07 Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board:

- 1. Approve the coordinated response to the FY 2006-07 Unmet Transit Needs issues;*
- 2. Authorize the Executive Director to submit the response to MTC.*

(10:45 – 10:50 a.m.) – **Pg. 71**

F. Bay Area Regional Rail Plan Conceptual Alternatives Dan Christians

Recommendation:

Forward a recommendation to the STA Board to approve the attached preliminary comments submitted to the Steering Committee on May 17, 2006, regarding comments on the Bay Area Regional Rail Plan Conceptual Alternatives Task, Memorandum 3.a., dated April 18, 2006.

(10:50 – 10:55 a.m.) – **Pg. 73**

VII. INFORMATION ITEMS

A. STAF Population Based Funds Elizabeth Richards

Informational

(10:55 – 11:00 a.m.) – **Pg. 111**

B. SNCI Monthly Issues Anna McLaughlin

Informational

(11:00 – 11:05 a.m.) – **Pg. 113**

C. Local Transit Issues Group

VIII. ADJOURNMENT

The next regular meeting of the SolanoLinks Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, June 28, 2006.**



INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
April 26, 2006

I. CALL TO ORDER

Chair Fink called the regular meeting of the SolanoLinks Intercity Transit Consortium to order at approximately 10:10 a.m. in the Solano Transportation Authority Conference Room.

Consortium

Present:	John Andoh	Benicia Breeze
	Jeff Matheson	Dixon Redit-Ride
	George Fink	Fairfield/Suisun Transit
	J.D. Lynd	Rio Vista Delta Breeze
	Brian McLean	Vacaville City Coach
	John Harris	Vallejo Transit
	Paul Wiese	County of Solano

Also Present:	Daryl Halls	STA
	Dan Christians	STA
	Janet Adams	STA
	Elizabeth Richards	STA/SNCI
	Anna McLaughlin	STA/SNCI
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Johanna Masiclat	STA
	Joe Story	DKS Associates

II. APPROVAL OF AGENDA

On a motion by Paul Wiese, and a second by John Harris, the SolanoLinks Intercity Transit Consortium approved the agenda with the exception to move the following:

- Agenda Item VI.D, Unmet Transit Needs Comments & Response for FY 2006-07. This item was tabled until the next scheduled meeting on May 31, 2006.
- Agenda Item VII.D, Solano Napa Travel Demand Model (Phase 2 Transit). Due to consultant participation, this item preceded Agenda Item VII.A.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: None presented.

VI. CONSENT CALENDAR

On a motion by John Andoh, and a second by J.D. Lynd, the SolanoLinks Intercity Transit Consortium approved the Consent Calendar Items A through J. Paul Wiese abstained from the vote on Agenda Item VI.A (Approve minutes of March 29, 2006).

Recommendation:

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

Recommendation:

Approve minutes of March 29, 2006.

B. STA Board Meeting Highlights – April 12, 2006

Informational

C. STIA Board Meeting Highlights – April 12, 2006

Informational

D. STA Board Meeting Calendar Update

Informational

E. Funding Opportunities Summary

Informational

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

Recommendation:

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

**G. FY 2006-07 Transportation Fund for Clean Air (TFCA) 40% Program
Manager Funds**

Recommendation:

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

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

H. MTC Routine Accommodations of Bicyclist and Pedestrians in the Bay Area
Recommendation:

Forward the following recommendations to the STA Board:

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

I. I-80/Capitol Corridor Smarter Growth Study and Association of Bay Area Government (ABAG)'s Focusing Our Vision
Informational

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

VII. ACTION ITEMS

A. Intercity Transit Funding Agreement Proposal

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

Recommendation:

Recommend that the STA Board approve the following:

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

On a motion by Paul Wiese, and a second by John Harris, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

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

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

Recommendation:

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

On a motion by John Andoh, and a second by Brian McLean, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

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

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

Recommendation:

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

On a motion by Brian McLean, and a second by John Andoh, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

Paul Wiese departed the meeting at 11:00 a.m.

D. Unmet Transit Needs Comments & Response for FY 2006-07

This item was tabled until the next scheduled meeting on May 31, 2006.

Recommendation:

Forward a recommendation to the STA Board:

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

By consensus, the SolanoLinks Intercity Transit Consortium unanimously approved to table this item until the next scheduled meeting in May.

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

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

Vallejo Transit's John Harris requested that the Vallejo Ferry Terminal be called Vallejo Station.

Recommendation:

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

On a motion by Brian McLean, and a second by John Harris, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation as amended shown in ~~strikethrough~~.

F. Legislative Update – April 2006

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

Recommendation:

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

On a motion by J.D. Lynd, and a second by Brian McLean, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

VIII. INFORMATION ITEMS

A. **Safety Improvements Proposed in the “Traffic Relief and Safety Plan for Solano County” – Measure H**

Janet Adams reviewed the funding proposed in the “Traffic Relief and Safety Plan” – Measure H that identified safety improvements in the STA plans and studies. She cited the plans and studies; including the Safe Routes to School (SR2S) study, 2005 Solano Travel Safety Plan Intersections, 2004 Solano Countywide Bicycle and Pedestrian Plans, and Highway Corridor Studies.

B. **FY 2006-07 Solano County Coordinated TDA Matrix Status**

Elizabeth Richards reviewed and distributed information on the initial draft TDA Budget Matrix for FY 2006-07. She stated that the FY 2006-07 revenue estimate and carryover are based on MTC’s February 2006 estimate that has been approved by the MTC Commission.

C. **Project Delivery Update**

Sam Shelton provided two project delivery announcements to the TAC: 1.) 2007 TIP Update 2.) April 5, 2006 Finance Working Group Report/Federal Earmark Obligation Authority.

D. **Solano Napa Travel Demand Model (Phase 2 Transit)**

Joe Story, DKS Associates, provided an overview describing the scope of work and the request for transit survey data. Dan Christians added that the Solano Napa Model TAC would be meeting again on a regular basis to review and provide input on the development of the new Phase 2 model.

E. **Solano Bicycle Pedestrian Program Applications Submitted for FY 2006-07 through FY 2008-09**

Sam Shelton presented to the TAC, for review, the Bicycle Advisory Committee (BAC)’s and Pedestrian Advisory Committee (PAC)’s Tier 1 and Tier 2 Priority Lists. He stated that the TAC would make their own SBPP funding recommendation at the next meeting after reviewing the funding recommendations adopted by the BAC and PAC on May 11, 2006.

F. **Bike to Work Week May 15 – 19, 2006**

Anna McLaughlin highlighted the upcoming Bike to Work Week on May 15-19, 2006. She stated that MTC selected a Rio Vista teacher to receive the Bike Commuter of the Year award to be presented at the May 10, 2006 STA Board meeting.

G. **SNCI Monthly Issues**

Anna McLaughlin highlighted updated transit schedules, Partnership’s Regional Transit Marketing Committee (RTMC), Welfare to Work (Solano), and events.

H. Local Transit Issues

None reported.

IX. ADJOURNMENT

The meeting was adjourned at approximately 11:35 a.m. The next meeting is scheduled for **Wednesday, May 31, 2006 at 10:00 a.m.** in the STA Conference Room.

THIS PAGE INTENTIONALLY LEFT BLANK



Solano Transportation Authority
Board Meeting Highlights
May 10, 2006
6:00 p.m.

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STA Clerk of the Board
RE: Summary Actions of the May 10, 2006 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of May 10, 2006. If you have any questions regarding specific items, please give me a call at 424-6008.

BOARD MEMBERS PRESENT:

Len Augustine (Chair)	City of Vacaville
Anthony Intintoli (Vice Chair)	City of Vallejo
Steve Messina	City of Benicia
Mary Ann Courville	City of Dixon
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Mike Segala (Alternate Member)	City of Suisun City
John Vasquez (Alternate Member)	County of Solano

BOARD MEMBERS ABSENT:

John Silva
Jim Sperring

ACTION ITEMS: FINANCIAL

- A. State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2006-07**
Recommendation:
Approve the FY 2006-07 STAF project list and preliminary FY 2007-08 project list.

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

ACTION ITEMS: NON-FINANCIAL

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

Recommendation:

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

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

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

Recommendation:

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

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

C. Legislative Update – May 2006

Recommendation:

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

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

CONSENT CALENDAR ITEMS:

On a motion by Member Messina, and a second by Member Price, the consent items A through I were unanimously approved. The vote was 7 to 0 with 1 member absent.

A. STA Board Minutes of April 12, 2006

Recommendation:

Approve minutes of April 12, 2006.

B. Review Draft TAC Minutes of April 26, 2006

Recommendation:

Receive and file.

C. Updated STA Board Meeting Schedule for Calendar Year 2006

Recommendation:

Informational.

D. FY 2005-06 3rd Quarter Budget Report

Recommendation:

Review and file.

E. Local Transportation Development Act (TDA) and Gas Tax Contributions for FY 2006-07

Recommendation:
Informational.

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

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

G. FY 2006-07 BAAQMD Transportation Fund for Clean Air (TFCA) Program Manager Funds

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

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

H. Funding Agreement Between the Solano Transportation Authority City of Rio Vista for the State Route 12 Re-Alignment/Rio Vista Bridge Study

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

I. Adjustments to the 2006 State Transportation Improvement Program (STIP)

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

UPDATE FROM STAFF:

A. Caltrans Report

Doanh Nguyen, Caltrans District IV Project Manager, provided a status report on the following:

1. I-80 Repaving
2. Highway 12 SHOPP Projects
3. Benicia Bridge Retrofit Project

B. MTC Report

None reported.

C. STA Report

1. Anna McLaughlin highlighted the upcoming Bike to Work Week on May 15-19, 2006. Board Member Woodruff presented an MTC award to Rio Vista teacher, Gwen Douglas for Bike Commuter of the Year for Solano County.
2. Joshua Shaw, Shaw & Yoder, Inc., provided a legislative update on a proposed infrastructure bond for transportation and Proposition 42 protection.

INFORMATIONAL ITEMS: (No discussion)

- A. Bike to Work Week – May 15-19, 2006**
- B. Solano Napa Travel Demand Model (Phase 2 Transit)**
- C. Status of Congestion Management Program (CMP) Consistency Review of Recently Submitted Development**
- D. I-80/Capitol Corridor Smarter Growth Study and Association of Bay Area Government (ABAG)'s Focusing Our Vision**
- E. Update on Implementation of Disadvantaged Business Enterprise (DBE) Program**
- F. Funding Opportunities Summary**

ADJOURNMENT

The STA Board meeting was adjourned at 7:05 p.m. The next regular meeting of the STA Board is scheduled at 6:00 p.m., Wednesday, June 14, 2006 at the Suisun City Hall Council Chambers.



**Solano Transportation Improvement Authority Board
Meeting Highlights For May 10, 2006, 7:00 p.m.**

Notice to the Public:

By action of the Solano County Board of Supervisors, a new public agency has been established. The new public agency is the Solano Transportation Improvement Authority (STIA) and it has been established pursuant to, and for the purposes provided for under, California Public Utilities Code §§180000 et seq.

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STIA Clerk of the Board
RE: Summary Actions of the May 10, 2006 STIA Board Special Meeting

Following is a summary of the actions taken by the Solano Transportation Improvement Authority at a regular meeting held on May 10, 2006. If you have any questions regarding specific items, please give me a call at 424-6008.

BOARD MEMBERS PRESENT:

Mary Ann Courville (Vice Chair)	City of Dixon
Steve Messina	City of Benicia
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Mike Segala (Alternate Member)	City of Suisun City
Len Augustine	City of Vacaville
Anthony Intintoli	City of Vallejo
John Vasquez	County of Solano

BOARD MEMBERS ABSENT:

Jim Spering

ACTION ITEMS

A. STIA Board Appointments to Independent Taxpayers Watchdog Committee for Solano County Traffic Relief and Safety Plan – Measure H

Recommendation:

Appoint three representatives to serve on the Independent Taxpayers Watchdog Committee for the Traffic Relief and Safety Plan for Solano County – Measure H.

The Independent Taxpayers Watchdog Committee (ITWC) representatives appointed by the cities and county were introduced to the STIA Board.

By consensus, the STIA Board voted to continue this item until the next meeting to allow interested applicants additional time to submit their committee applications.

CONSENT CALENDAR ITEMS

Recommendation:

Approve the following consent items in one motion.

A. STIA Board Minutes of April 12, 2006

Recommendation:

Approve minutes of April 12, 2006.

B. STIA Board Meeting Schedule Update

Recommendation:

Informational.

On a motion by Alternate Member Segala, and a second by Member Messina, the consent calendar items were approved in one motion.

INFORMATION ITEM

A. Safety Improvements Proposed in the “Traffic Relief and Safety Plan for Solano County” – Measure H

Janet Adams, STA’s Director of Projects, Paul Wiese, Solano County Engineering Manager, and Dale Pfeiffer, City of Vacaville Public Works Director, provided an overview on key safety statistics and some of the highway and local safety improvements eligible to receive Measure H safety funds.

ADJOURNMENT

The STIA Board meeting was adjourned at 8:10 p.m. The next scheduled meeting will be at 7:00 p.m., Wednesday, June 14, 2006 at the Suisun City Hall.



DATE: May 25, 2006
TO: SolanoLinks Intercity Transit Consortium
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board and Advisory Committee Meeting Schedule for 2006

Background:

Attached is the updated STA Board and Advisory Committee Meeting Schedule for 2006 that may be of interest to the Consortium.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2006

THIS PAGE INTENTIONALLY LEFT BLANK



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

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

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 25, 2006
TO: SolanoLinks Intercity Transit Consortium
FROM: Sam Shelton, Assistant Project Manager
RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
Transportation for Livable Communities (TLC) 2006 Capital Program	James Corless, MTC (510) 817-5709	June 23, 2006
Transportation for Clean Air (TFCA), 60% Regional Funds	Karen Chi, BAAQMD (415) 749-5121	Workshop June 2006 Due July 2006
Solano Transportation for Livable Communities (TLC) Countywide 2006 Capital Program	Robert Guerrero, STA (707) 424-6014	Workshop June 29, 2006 Due September 7, 2006



FUNDING OPPORTUNITY
Transportation for Livable Communities (TLC) 2006 Capital Program
Due June 23, 2006

TO: SolanoLinks Intercity Transit Consortium
FROM: Sam Shelton, Assistant Project Manager

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

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

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

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

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

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

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

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



FUNDING OPPORTUNITY

Transportation for Livable Communities (TLC) 2006 Capital Program

Due June 23, 2006

TO: SolanoLinks Intercity Transit Consortium
FROM: Sam Shelton, Assistant Project Manager

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

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

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

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

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

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

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

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



FUNDING OPPORTUNITY

**Solano Transportation for Livable Communities (TLC)
Countywide 2006 Capital Program**

**Workshop June 29, 2006
Due September 7, 2006**

TO: SolanoLinks Intercity Transit Consortium
FROM: Sam Shelton, Assistant Project Manager

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

- Eligible Project Sponsors:** Local governments, transit operators, and other public agencies are eligible recipients of the federal funds. Community-based organizations and nonprofits may be co-partners but cannot receive the funds.
- Program Description:** The purpose of TLC is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit.
- Funding Available:** The STA’s Alternative Modes Fund Strategy identifies nearly \$3.2 million to fund the Solano TLC Program for FY 2007-08 and FY 2008-09.
- Eligible Projects:**
- | | |
|---|--|
| <ul style="list-style-type: none"> • Improved pedestrian facilities • Bicycle facilities • Transit access improvements | <ul style="list-style-type: none"> • Pedestrian plazas • Traffic calming • Streetscapes |
|---|--|
- Further Details:** <http://www.solanolinks.com/programs.html#tlcprog>
- STA Contact Person:** Robert Guerrero, STA Associate Planner, (707) 424-6014



DATE: May 22, 2006
TO: SolanoLinks Intercity Transit Consortium
FROM: Robert Guerrero, Associate Planner
RE: Call for Projects for Countywide Transportation for Livable Communities Program for FY 2007-08 and FY 2008-09

Background:

The Solano Countywide Transportation for Livable Communities (TLC) Program is funded by Solano County Transportation Enhancements (TE) funds and Congestion Mitigation Air Quality (CMAQ) funds. On March 8, 2006, the STA Board adopted the Solano Transportation Authority's (STA) Alternative Modes Funding Strategy in which nearly \$3.2 million was identified to fund the Solano TLC Program for FY 2007-08 and FY 2008-09. In anticipation of these funds, the STA's Alternative Modes Committee developed the Solano Countywide TLC Program Guidelines that provides program information for TLC Planning and Capital Funds (see Attachment A).

The Countywide TLC Program is a separate, but related, program to Metropolitan Transportation Commission's (MTC) Regional TLC Program. Whereas MTC's Regional Program is available for the entire nine Bay Area counties on a competitive basis, the Countywide TLC Program is administered by the STA to fund local Solano County TLC projects. MTC currently has a call for Regional TLC Capital Funds with applications due June 23, 2006. Approximately \$14 to \$16 million will be available for this cycle from the MTC program.

Discussion:

STA staff is recommending the STA Board issue a Call for Countywide TLC Capital Projects for FY 2007-08 and FY 2008-09 with applications due September 7, 2006. The STA's program was intentionally delayed until after MTC began their program in an effort to give our member agencies an opportunity to first apply for the Regional TLC Program and possibly take advantage of regional funding prior to dipping into the countywide funding. However, staff did want to provide ample time for potential TLC project sponsors to be able to obligate the funds prior to MTC's obligation deadlines. The proposed schedule for the Solano Countywide TLC Program is as follows:

TAC Recommendation	May 31, 2006
STA Board FY 2007-08 and FY 2008-09 Call for TLC Capital Projects	June 14, 2006
Solano County TLC Workshop	June 29 to July 11, 2006
STA TLC presentations to Solano Planning Commissions and City Councils	June/July 2006
TLC applications due to STA	September 7, 2006
STA Board Approved TLC Capital Projects	Nov or Dec 2006

STA staff is currently developing an application for the Solano County TLC Program based on the Countywide TLC Program Guidelines and will distribute the application to each agency's planning, economic development and public works departments upon approval by the STA Board. STA staff will have a workshop to give interested applicants an opportunity to ask questions about the program and the application.

Once the applications are received, they will be reviewed by an independent evaluation committee consisting of staff proposed from the Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), and the Yolo-Solano Air Quality Management District (YSAQMD). The Evaluation Committee will use criteria based primarily on the Solano County TLC Program Guidelines to evaluate the applications and provide a recommendation to the STA Alternative Modes Committee prior to being approved by the STA Board.

Interested applicants are encouraged to review the Solano Countywide TLC Plan and Transportation Landuse Toolkit to get a sense of the appropriate types of projects prior to completing an application. These documents are available on the STA's website at: <http://www.solanolinks.com/programs.html#tlcprog>

Recommendation:

Forward a recommendation to the STA Board to issue a Call for Solano County TLC Capital Projects.

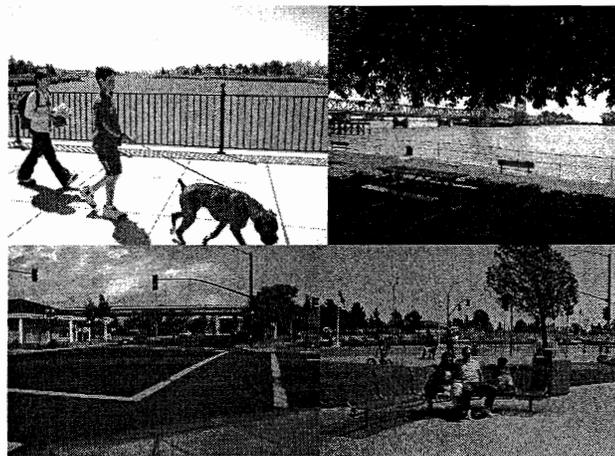
Attachment:

- A. Solano Countywide Transportation for Livable Communities (TLC) Program Guidelines

SOLANO TRANSPORTATION AUTHORITY

Solano Countywide
Transportation for Livable
Communities (TLC) Program

Guidelines



COUNTYWIDE TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) COMMUNITY DESIGN PLANNING PROGRAM GUIDELINES

COMMUNITY DESIGN PLANNING PROGRAM Transportation Planning Land Use Solutions (T-Plus)

Program Description

The Community Design Planning Program funds community design and planning processes to retrofit existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create pedestrian, bicycle, and transit-friendly environments. The key objective of this program is to provide funding support to local governments, transportation agencies, and community-based organizations to explore innovative design concepts and plans that relieve congestion by alternative modes of transportation through an inclusive, community-based planning process. Community design planning processes often lead to the development of capital projects that can compete for funding at a regional level. The community planning process typically results in transportation/land-use concept plans; streetscape design concept plans; detailed drawings, construction cost estimates, and implementation plans for specific capital projects.

Who Can Apply?

Community design planning grants are awarded on a competitive basis. Local governments, transportation agencies, and community-based nonprofit organizations may receive funding. Non-governmental organizations may act as the lead sponsor, but must partner with a local government agency to carry out the planning project. Grant recipients will be required to enter into a funding agreement with STA to carry out the project and attend a workshop on grant administration.

How Much Funding is Available?

The STA anticipates \$150,000 to \$200,000 available planning funds for the TLC Community Design Program through June 30, 2006. Project sponsors may request a maximum per project of \$25,000 on an annual basis or \$50,000 over a two-year period. A 20 percent local match is required. Local match is defined as the dollars used to match the planning work on the project.

Eligible Activities

Project activities eligible for funding include conducting community design and visioning workshops; designing streetscape improvements that promote pedestrian, bicycle and transit activities; preparing neighborhood revitalization plans to strengthen community identity; developing transportation and land-use plans for redevelopment areas or preparing concept plans, drawings and design guidelines for capital projects.

How will Projects be Evaluated?

Part One: Evaluation Criteria

1. Study Need

- a. Proposal includes an issue statement that clearly identifies the purpose and need of the planning project along with desired outcomes.
- b. Project pertains to a defined physical location.
- c. Project pertains to a physical setting where deficiencies exist (or will exist), and which, if remedied, will provide significant community benefit and community benefit through walkability, pedestrian safety, traffic calming, transit access, bicycle gap closure projects.

2. TLC Program Goals

- a. Project addresses one or more TLC program goals and demonstrates how well the goals are met.

3. Project Scope

- a. Project describes a collaborative planning process to be undertaken by identifying the:
 - community stakeholders (e.g., residents, business proprietors, property owners, neighborhood associations, nonprofits, community-based organization, etc.), local governmental agency, and the transit operator that will be involved and their roles
 - outreach strategy to solicit input from a diversity of participants
- b. Describe how the intended project outcomes include one or more of the following:
 - Community stakeholder participation and support
 - Plans for providing congestion relief through improvements to pedestrian, bicycle and transit facilities, and in particular improvements to strategic links between transit nodes and activity hubs to encourage non-automobile use
 - Plans for providing congestion relief through the development of higher density housing and mixed-use development near existing or planned transit infrastructure

4. Project Administration

- a. Project will result in a specific and clear work product that will guide the project to the next level of planning, and/or form the basis to compete for funding for capital projects identified in planning process.
- b. Project will be completed within the Metropolitan Transportation Commission's (MTC) allocation schedule (a 1-2 year timeline). Project sponsor commits to begin the project immediately once the Commission approves the project. Note: once projects are underway, STA/MTC will consider time extensions if the project sponsor demonstrates progress on the planning process and demonstrates a real need for additional time to adequately conduct community outreach or technical analysis.

- c. Project sponsor commits to pursuing the project recommendations, including subsequent planning activities, and to pursue preliminary engineering and construction funds for capital projects as feasible.

5. Solano Comprehensive Transportation Plan

- a. Project is an adopted TLC candidate project identified in the STA's Comprehensive Transportation Plan (CTP). Applicants may also reference the STA's Countywide Pedestrian Plan and the Countywide Bicycle Plan for pedestrian and bicycle friendly design concepts for consideration in their TLC candidate project scope. The Pedestrian and Bicycle Plan are part of the CTP's Alternative Modes Element.

Part Two: Additional Factors

If a project meets the evaluation criteria listed above, STA will use the following factors to further evaluate competing projects for TLC assistance:

1. **Project Innovation:** To what degree does the project demonstrate innovation in project scope and community outreach techniques? Is this project different in scope and type than other candidate projects?
2. **Land Use/Transportation Links:** To what degree does the project provide congestion relief through support of building higher density housing and mixed uses developments, connectivity particularly in existing downtowns, commercial cores, neighborhoods, and transit stops/corridors?
3. **Local Match:** To what degree is the local match beyond the required match offered as part of the proposed project's total cost? To what degree does the project use TLC funds to leverage other funding? To what degree does the sponsor provide in-kind services (staff time or costs) towards the project?
4. **Low-income Community:** Does the project serve a low-income neighborhood, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole?

Application Process

Step 1: STA issues a "call for projects" on an annual basis.

Step 2: Applicants submit a project proposal to STA for funding consideration. The planning proposal should include the amount of TLC funds requested, amount and source of local match, brief description of sponsor and study partner(s), how project fulfills evaluation criteria shown above, preliminary scope of work that describes each itemized task to be undertaken and the resulting work product(s) per task, project budget and schedule for the project by itemized task/work product, and project area map and existing conditions photos.

Step 3: STA staff and representatives from STA's Alternative Modes/Screening Committee, approved by the STA Board, evaluates project proposals.

Step 4: The STA Board will approve Countywide TLC projects based upon the recommendations provided by a Alternative Modes/Screening Committee, STA staff, and available funding.

Step 5: Following approval, grant recipients will enter into a funding agreement with STA and attend a special workshop on community planning and grant administration.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 22, 2006
 TO: SolanoLinks Intercity Transit Consortium
 FROM: Robert Guerrero, Associate Planner
 RE: Pedestrian Advisory Committee Priority Pedestrian Projects

Background:

The Solano Countywide Pedestrian Plan was developed through the efforts and guidance of Landpeople (consultants for the countywide plan) and the Solano Pedestrian Advisory Committee (PAC). The countywide Pedestrian Plan was approved and recommended by the PAC in September 2004 followed by STA Board adoption in October 2004. The plan is the first effort to identify countywide significant pedestrian projects in the Bay Area. The Solano Transportation Authority (STA) and Landpeople were given an award by the Northern California Chapter of the American Planners Association for the development and implementation of this Pedestrian Plan.

The Plan identified several pedestrian projects in three specific categories: current projects, conceptual projects and priority projects. Each city and the County of Solano have identified at least one priority project included in the plan, as indicated in the following matrix:

Agency	Project
Benicia	State Park Road/I-780 Overcrossing
Dixon	Multi-modal Transportation Center
Rio Vista	Waterfront Plan and Improvement Project
Fairfield	West Texas Street Urban Village Project
Suisun City	Driftwood Drive Pedestrian Project
Vacaville	Vacaville Creek Walk Extension to McClellan Street
Vallejo	Vallejo Ferry Station Pedestrian and Streetscape Enhancements
Multi-Jurisdictional (Fairfield, Suisun, and Solano County)	Union Ave (Fairfield) to main Street (Suisun City) Enhancements Program
Multi-Jurisdiction (Fairfield, Suisun, Solano County, and Vacaville)	Jepson Parkway

Discussion:

All of the projects on the priority list are active in either the planning state or the project development stage. In anticipation of significant funding set aside specifically for bicycle and pedestrian projects over the next few years, members of the PAC have requested this list be revisited to ensure that the projects on the list represent countywide pedestrian priority projects. In response, STA staff suggests the list be re-evaluated and updated with assistance from Landpeople to develop a methodology for prioritizing the projects and to facilitate discussions with the PAC to the update the list of priority projects and to amend the Countywide Pedestrian Plan accordingly. A preliminary scope of work is provided as Attachment A.

If approved by the STA Board in June, Landpeople will be able to begin this effort with the PAC in late June or early July. The PAC unanimously supported an update of the Solano Countywide Pedestrian Priority Projects at their April 27, 2006 meeting.

Fiscal Impact:

This contract will be funded with \$5,000 from the STA's Transportation for Livable Communities (TLC) Program. \$150,000 of new TLC funds will be budgeted in the FY 2006-07 TLC program of which approximately \$30,000 will be available for consultant services.

Recommendation:

Forward a recommendation to the STA Board to enter into a \$5,000 contract with Landpeople to update the Solano Countywide Pedestrian Priority Projects funded with \$5,000 from the STA's FY 2006-07 TLC program.

Attachment:

- A. Solano Countywide Pedestrian Plan Update Preliminary Scope of Work

Solano Countywide Pedestrian Plan Update

Preliminary Scope of Work

May 25, 2006

Objective: Obtain a qualified consultant to assist in updating and prioritizing the Solano Countywide Pedestrian Plan projects as listed on pages 18 to 23 in the 2004 Plan.

Summary: Consultant will primarily be tasked to work with the Solano Pedestrian Advisory Committee (PAC) to develop and implement a methodology for prioritizing pedestrian projects. STA staff will provide a status summary of the current projects and provide support to the consultant in gathering any necessary data from STA member agencies related to their pedestrian project submittals.

Consultant Scope of Work (Proposed Budget- \$5,000):

Attend at least 2 Pedestrian Advisory Committee meetings (possibly a third meeting if necessary) to complete the following tasks:

- Work with PAC to develop an appropriate methodology to prioritize pedestrian projects.
- Develop a standard form to survey project sponsors utilizing criteria related to the methodology to prioritize pedestrian projects.
- Prioritize pedestrian projects based on methodology developed by consultant and PAC.
- Provide a final report describing the methodology developed, process used to develop methodology, and a final list of prioritized pedestrian projects to be included in the update.

STA Staff Support:

- Develop a report summarizing status of currently identified projects in the Countywide Pedestrian Plan.
- Work with STA member agencies to submit new and/or revised pedestrian projects (and related project information) using the pedestrian priority project form developed by the consultant.
- Work with committees and STA Board to approve update.

Tentative Project Milestones:

June 15th - PAC meeting

- Present a draft methodology for PAC to discuss and provide input (Consultant).
- Present status report on current projects (STA staff).

June 28th - TAC meeting

- STA staff provides an overview of the update process and makes a request for new and/or revised pedestrian projects to be included in the updated plan (STA staff).

July 28th

- Project Sponsors submit new and/or revised project submittals to STA staff.

July 28th to August 8th

- Apply draft methodology to current and new project submittals (Consultant).

August 17th- PAC meeting

- Present findings and new projects list (Consultant).
- Recommend list for approval to STA Board (STA staff).

August 17th-

- Submit Draft methodology report (Consultant).

August 30th -TAC meeting

- Present draft methodology report to TAC and recommend list for approval by STA Board based on PAC recommendation (STA Staff).

September 1st-

- Submit Final methodology report due based on TAC input (Consultant).

September 13th - STA Board

- Approve new and/or revised pedestrian projects list to be included in Countywide Pedestrian Plan Update (STA staff).

Completion Date: Tentative STA Board approval of update is September 13th, 2006.



DATE: May 22, 2006
TO: SolanoLinks Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – May 2006

Background:

Solano Transportation Authority (STA) staff monitors state and federal legislation that pertains directly to transportation and related issues based on the STA Board's adopted Legislative Platform and Priorities. Much activity is occurring at the State and Federal level at the present time. Any subsequent relevant legislative action taken will be provided at the TAC meeting.

Discussion:

State Infrastructure Bonds

On May 5th the Legislature and Governor completed months-long negotiations on a vast infrastructure bond package to be placed on the November 2006 General Election Ballot. The entire infrastructure package (comprised of four bond bills, one general fund appropriation bill, one constitutional amendment, and four policy implementation bills) represents more than \$35 billion in new funding for transportation projects, air quality improvement programs, education facilities, flood protection and levee repairs, water quality, and housing. Bond funding for all programs would be provided over a 10-year period, with annual appropriation by the State Legislature. Funding for three programs are tied to the annual budget bill and would therefore require a 2/3 vote: Corridor Mobility Program, Trade Corridors Program and Highway 99 funding.

SB 1266, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authored by Senate President Pro Tempore Don Perata (D-Oakland) represents the transportation and air quality component of the infrastructure bond package (Attachment A).

The total statewide transportation package provides \$19.925 billion in new funds. Of interest to Solano County are the following fund allocations:

- \$4.5 billion for the Corridor Mobility Improvement Account (i.e. highways and local access routes; the I-80/680 interchange project is eligible for these funds)
- \$3.1 billion to the California Ports Infrastructure, Security, and Air Quality Improvement Account (\$2 billion statewide designated for Trade Corridor improvements such as the I-80/680 interchange)
- \$2 billion for State Transportation Improvement Program (STIP) projects (\$16.7 million for Solano County's share)

- \$4 billion for the Public Transportation Modernization, Improvement, and Service Enhancement Account (with \$400 million for the state's intercity rail system, and the remaining \$3.6 billion to local transit operators; \$6.1 million for Solano County's capital improvements/modernization share)
- \$1 billion for the State-Local Partnership Program Account (to match local sales tax measure program expenditures one-to-one determined by criteria as yet undefined)
- \$750 million for the Highway Safety, Rehabilitation, and Preservation Account (potential fund source for pavement on I-80 and safety projects on State Routes 113 and 12)
- \$2 billion for the Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account (\$24.3 million for "reducing local traffic congestion" and "improving traffic flows" as well as rehabilitation and maintenance of Solano County's city streets and county roads)
- \$1 billion for Transit System Safety, Security Disaster Response Account

Additionally, the Legislature passed policy implementation bills as part of the package to allow for innovative public-private partnership projects to be launched, and exemptions from the California Environmental Quality Act (CEQA) for levee repair, bridge seismic retrofit and related projects. The one policy bill that failed was a measure to authorize new design-build authority for a limited number of highway projects; it was defeated in the Assembly.

SCA 7 (Torlakson), Proposition 42 Protection, scored a huge victory with its passage (Attachment B). This constitutional amendment will be placed on the November 2006 ballot to better protect Proposition 42, thus ensuring billions of dollars in transportation capital funds into the future. STA 2006 Legislative Priority #8 relates directly to this amendment:

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

Currently Proposition 42 provides that the sales tax on gas revenues – projected as \$1.4 billion in FY 2006-07 -- can be diverted from transportation programs if (1) the Governor makes a declaration that the transfer would harm the General Fund, and (2) the Legislature passes by a two-thirds vote a bill to suspend the transfer to the Transportation Investment Fund (TIF). After FY 2007-08, TIF dollars are split 40% to the STIP / 40% to local city and county streets & roads / and 20% to transit.

The approach taken in State Constitutional Amendment (SCA) 7 is not the so-called "hard fix" advocated for by some interest groups earlier this year. Rather, instead of simply eliminating any ability of the Legislature or Governor to suspend Proposition 42 in the future and use the sales tax on gas for General Fund purposes, SCA 7 would recast the current suspension provisions.

Specifically, this measure would authorize a suspension, in whole or in part, of the transfer of the sales tax on gas revenues to the TIF for a fiscal year if (1) the Governor issues a proclamation that the suspension is necessary due to a severe state fiscal hardship, (2) a statute containing no other unrelated provision is enacted by a two-thirds vote of each house of the Legislature suspending the transfer, and (3) a statute is enacted to repay, with interest, the TIF within 3 years for the amount of any revenues that were not transferred as a result of the suspension.

SCA 7 would also prohibit a suspension of transfer of these revenues from occurring more than twice during any period of 10 consecutive fiscal years, and would prohibit a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed (in that way, the measure is very similar to Proposition 1A, which was enacted two years ago to further protect local government revenues).

SCA 7 would also require payments to be made from the General Fund to the TIF relative to a portion of the revenues that were not transferred due to a suspension of transfer occurring on or before July 1, 2007, with payments made pursuant to a specified schedule.

A companion bill, AB 1540 (Bass), was also passed to specify the ballot title and summary that will appear in voter ballot pamphlets and on the official ballot.

Governor's May Revise to the FY 2006-07 State Budget was released last week. The biggest impact is on transit, which takes a \$4.1 billion reduction over 10 years to pay off the proposed transportation bond debt. The following summarizes the significant new transportation proposals:

- **Capital Outlay Support Staffing** – Caltrans traditionally submits a zero-based Capital Outlay Support request as part of the May Revision. Capital outlay workload needs are estimated in the spring because Caltrans has a better idea of which projects will be allocated by the California Transportation Commission in the upcoming year and what will be needed to deliver those projects. The May Revision proposes a reduction of \$39.3 million and 411 state staff and consultant positions. This reduced resource level will be comprised of 88.9 percent state staff and 11.1 percent consultant positions. Of this reduction, \$12.2 million is proposed to be redirected to increase the tort claims budget to the average amount spent in recent years, which has been approximately \$54 million.
- **Capital Project Spending** – Project capital outlay support for Proposition 42 projects was funded out of the State Highway Account in the current year. For FY 2006-07, the May Revision proposes to shift these costs to the TIF (Proposition 42), consistent with the way other capital outlay support is funded. This shift frees up \$185 million in the State Highway Account that can be used to increase the State Highway Operations and Protection Program (SHOPP), which has been significantly under funded due to lack of funds in the State Highway Account.
- **Tribal Gaming Funds** – Due to litigation that has been filed against the state, the Administration proposed to shift \$849.0 million of the \$1.0 billion in tribal gaming expenditure authority from FY 2005-06 to FY 2006-07 in an April Finance Letter. To date, the state has received approximately \$151.0 million in revenues from tribal gaming compacts. These funds will be used in FY 2005-06 pursuant to current law to repay the State Highway Account for previous loans made to the General Fund. The California Transportation Commission plans to allocate these funds to State Transportation Improvement Program projects.
- **Transportation Bond Debt Service Fund** – The May Revision revenue estimate says that substantial state sales tax revenue will be derived from the increase in gasoline prices. Under the “spillover” formula in existing law, this money is supposed to go to the Public Transportation Account (PTA), not Proposition 42. While the Governor acknowledges that, “Over the last two decades, the bulk of the spillover funds have been redirected to the General Fund,” the Administration goes on to propose to shift these revenues to a new fund

that will be dedicated to paying a portion of the debt service on existing and new transportation bonds. Based on current forecasts, the Governor estimates that over \$4.1 billion in transit “spillover” revenues will be so diverted through FY 2015-16, with an initial diversion of \$355 million in FY 2006-07 and a projected diversion of \$336 million in FY 2007-08. It appears that part of this proposal includes undoing current law calling for a diversion of \$200 million in spillover funds to the General fund, and instead sends that amount to the new bond debt service account. The May Revision would fully fund the \$125 million transfer of spillover from the PTA to the Bay Bridge retrofit account, per current law.

The Administration argues that using these funds to pay a portion of the debt service is justified because they derive from motorists’ gasoline sales taxes, will be used to pay down debt on a transportation-related bond, and will save the General Fund from bearing the full cost of the debt service.

- **Proposition 42 Loan Repayment Still Short-Changes Transit** – The Governor maintains his January 10, 2006 proposal to repay \$920 million to Proposition 42. However, current statute requires the Proposition 42 loan from FY 2004-05 be repaid in the manner in which the funds would have been distributed in that year. The Governor's partial repayment proposal does not follow current law and instead provides no funds for public transit. The impact to the PTA in FY 2006-07 is \$48.4 million.
- **State Transit Assistance Program Funding Up Slightly** – Other revenues to the PTA, include the sales tax on diesel fuel (up almost \$70 million in the May Revision), Tribal Gaming Bond proceeds, and Proposition 42, which have resulted in a projected balance exceeding \$500 million at the end of FY 2006-07 that is available for capital projects. The May Revision also reflects an increase of \$35 million in State Transit Assistance Program grants for local transit to a level of \$270 million.

AB 2538 (Wolk) Planning, Programming and Monitoring (PPM) bill was placed in the suspension file by the Assembly Appropriations Committee. Staff is working with our consultant (Shaw/Yoder), co-sponsors and committee members to move the bill through the legislature.

Federal Update

The FFY 2007 Transportation Appropriations bill is scheduled for the full Appropriations Committee consideration on or after June 6, 2006, at which time earmarks are expected to be added. STA staff and federal legislative consultant Mike Miller are tracking this closely and will provide an update at the meeting next week.

Recommendation:

Forward a recommendation to the STA Board to formally support and endorse the propositions that result from the following bills that will be on the November 2006 general election ballot statewide:

- SB 1266 (Proposition 1B)
- SCA 7 (Proposition 1A)

Attachments:

- SB 1266 (Perata)
- SCA 7 (Torlakson)

Senate Bill No. 1266**CHAPTER 25**

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

[Approved by Governor May 16, 2006. Filed with
Secretary of State May 16, 2006.]

LEGISLATIVE COUNSEL'S DIGEST

SB 1266, Perata. Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

Existing law provides various funding sources for transportation and related purposes.

This bill, subject to voter approval at the November 7, 2006, statewide general election, would enact the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety.

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

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

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

CHAPTER 12.49. THE HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND PORT SECURITY BOND ACT OF 2006

Article 1. General Provisions

8879.20. (a) This chapter shall be known as the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

(b) This chapter shall only become operative upon adoption by the voters at the November 7, 2006, statewide general election.

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

(a) "Board" means any department receiving an allocation of bond proceeds pursuant to this chapter.

(b) "Committee" means the Highway Safety, Traffic Reduction, Air Quality, and Port Security Committee created pursuant to Section 8879.27.

(c) "Fund" means the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 created pursuant to Section 8879.23.

Article 2. Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 and Program

8879.23. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 is hereby created in the State Treasury. The Legislature intends that the proceeds of bonds deposited in the fund shall be used to fund the mobility, safety, and air quality improvements described in this article over the course of the next decade. The proceeds of bonds issued and sold pursuant to this chapter for the purposes specified in this chapter shall be allocated in the following manner:

(a) (1) Four billion five hundred million dollars (\$4,500,000,000) shall be deposited in the Corridor Mobility Improvement Account, which is hereby created in the fund. Funds in the account shall be available to the California Transportation Commission, upon appropriation in the annual Budget Bill by the Legislature, for allocation for performance improvements on highly congested travel corridors in California. Funds in the account shall be used for performance improvements on the state highway system, or major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congestion travel corridors, as identified by the department and regional or local transportation agencies, pursuant to the process in paragraph (3) or (4), as applicable.

(2) The commission shall develop and adopt guidelines, by December 1, 2006, including regional programming targets, for the program funded by this subdivision, and shall allocate funds from the account to projects after reviewing project nominations submitted by the Department of

Transportation and by regional transportation planning agencies or county transportation commissions or authorities pursuant to paragraph (4).

(3) Subject to the guidelines adopted pursuant to paragraph (2), the department shall nominate, by no later than January 15, 2007, projects for the allocation of funds from the account on a statewide basis. The department's nominations shall be geographically balanced and shall reflect the department's assessment of a program that best meets the policy objectives described in paragraph (1).

(4) Subject to the guidelines adopted pursuant to paragraph (2), a regional transportation planning agency or county transportation commission or authority responsible for preparing a regional transportation improvement plan under Section 14527 may nominate projects identified pursuant to paragraph (1) that best meet the policy objectives described in that paragraph for funding from the account. Projects nominated pursuant to this paragraph shall be submitted to the commission for consideration for funding by no later than January 15, 2007.

(5) All nominations to the California Transportation Commission shall be accompanied by documentation regarding the quantitative and qualitative measures validating each project's consistency with the policy objectives described in paragraph (1). All projects nominated to the commission for funds from this account shall be included in a regional transportation plan.

(6) After review of the project nominations, and supporting documentation, the commission, by no later than March 1, 2007, shall adopt an initial program of projects to be funded from the account. This program may be updated every two years in conjunction with the biennial process for adoption of the state transportation improvement program pursuant to guidelines adopted by the commission. The inclusion of a project in the program shall be based on a demonstration that the project meets all of the following criteria:

(A) Is a high-priority project in the corridor as demonstrated by either of the following: (i) its inclusion in the list of nominated projects by both the department pursuant to paragraph (3) and the regional transportation planning agency or county transportation commission or authority, pursuant to paragraph (4); or (ii) if needed to fully fund the project, the identification and commitment of supplemental funding to the project from other state, local, or federal funds.

(B) Can commence construction or implementation no later than December 31, 2012.

(C) Improves mobility in a high-congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment.

(D) Improves access to jobs, housing, markets, and commerce.

(7) Where competing projects offer similar mobility improvements to a specific corridor, the commission shall consider additional benefits when determining which project shall be included in the program for funding. These benefits shall include, but are not limited to, the following:

- (A) A finding that the project provides quantifiable air quality benefits.
- (B) A finding that the project substantially increases the safety for travelers in the corridor.

(8) In adopting a program for funding pursuant to this subdivision, the commission shall make a finding that the program is (i) geographically balanced, consistent with the geographic split for funding described in Section 188 of the Streets and Highways Code; (ii) provides mobility improvements in highly traveled or highly congested corridors in all regions of California; and (iii) targets bond proceeds in a manner that provides the increment of funding necessary, when combined with other state, local or federal funds, to provide the mobility benefit in the earliest possible timeframe.

(9) The commission shall include in its annual report to the Legislature, required by Section 14535, a summary of its activities related to the administration of this program. The summary should, at a minimum, include a description and the location of the projects contained in the program, the amount of funds allocated to each project, the status of each project, and a description of the mobility improvements the program is achieving.

(b) One billion dollars (\$1,000,000,000) shall be made available, upon appropriation in the annual Budget Bill by the Legislature, to the department for improvements to State Route 99. Funds may be used for safety, operational enhancements, rehabilitation, or capacity improvements necessary to improve the State Route 99 corridor traversing approximately 400 miles of the central valley of this state.

(c) Three billion one hundred million dollars (\$3,100,000,000) shall be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account, which is hereby created in the fund. The money in the account shall be available, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, as follows:

(1) (A) Two billion dollars (\$2,000,000,000) shall be transferred to the Trade Corridors Improvement Fund, which is hereby created. The money in this fund shall be available, upon appropriation in the annual Budget Bill by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement, as determined by the commission. In determining projects eligible for funding, the commission shall consult the trade infrastructure and goods movement plan submitted to the commission by the Secretary of Business, Transportation and Housing and the Secretary

for Environmental Protection. No moneys shall be allocated from this fund until the report is submitted to the commission for its consideration, provided the report is submitted no later than January 1, 2007. The commission shall also consult trade infrastructure and goods movement plans adopted by regional transportation planning agencies, adopted regional transportation plans required by state and federal law, and the statewide port master plan prepared by the California Marine and Intermodal Transportation System Advisory Council (Cal-MITSAC) pursuant to Section 1760 of the Harbors and Navigation Code, when determining eligible projects for funding. Eligible projects for these funds include, but are not limited to, all of the following:

(i) Highway capacity improvements and operational improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's seaports, including navigable inland waterways used to transport freight between seaports, land ports of entry, and airports, and to relieve traffic congestion along major trade or goods movement corridors.

(ii) Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and other projects that improve the efficiency and capacity of the rail freight system.

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

(iv) Truck corridor improvements, including dedicated truck facilities or truck toll facilities.

(v) Border access improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access coordinated border infrastructure funds made available to the state by federal law.

(vi) Surface transportation improvements to facilitate the movement of goods to and from the state's airports.

(B) The commission shall allocate funds for trade infrastructure improvements from the account in a manner that (i) addresses the state's most urgent needs, (ii) balances the demands of various ports (between large and small ports, as well as between seaports, airports, and land ports of entry), (iii) provides reasonable geographic balance between the state's regions, and (iv) places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions. In addition, the commission shall also consider the following factors when allocating these funds:

(i) "Velocity," which means the speed by which large cargo would travel from the port through the distribution system.

(ii) "Throughput," which means the volume of cargo that would move from the port through the distribution system.

(iii) "Reliability," which means a reasonably consistent and predictable amount of time for cargo to travel from one point to another on any given day or at any given time in California.

(iv) "Congestion reduction," which means the reduction in recurrent daily hours of delay to be achieved.

(C) The commission shall allocate funds made available by this paragraph to projects that have identified and committed supplemental funding from appropriate local, federal or private sources. The commission shall determine the appropriate amount of supplemental funding each project should have to be eligible for moneys from this fund based on a project-by-project review and an assessment of the project's benefit to the state and the program. Except for border access improvements described in clause (v) of subparagraph (A), improvements funded with moneys from this fund shall have supplemental funding that is at least equal to the amount of the contribution from the fund. The commission may give priority for funding to projects with higher levels of committed supplemental funding.

(D) The commission shall include in its annual report to the Legislature, required by Section 14535, a summary of its activities related to the administration of this program. The summary should, at a minimum, include a description and the location of the projects contained in the program, the amount of funds allocated to each project, the status of each project, and a description of the mobility and air quality improvements the program is achieving.

(2) One billion dollars (\$1,000,000,000) shall be made available, upon appropriation by the Legislature and subject to such conditions and criteria contained in a statute enacted by the Legislature, to the State Air Resources Board for emission reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. Funds made available by this paragraph are intended to supplement existing funds used to finance strategies and public benefit projects that reduce emissions and improve air quality in trade corridors commencing at the state's airports, seaports, and land ports of entry.

(3) One hundred million dollars (\$100,000,000) shall be available, upon appropriation by the Legislature, to the Office of Emergency Services to be allocated, as grants, for port, harbor, and ferry terminal security improvements. Eligible applicants shall be publicly owned ports, harbors, and ferryboat and ferry terminal operators, which may submit applications for projects that include, but are not limited to, the following:

- (A) Video surveillance equipment.
- (B) Explosives detection technology, including, but not limited to, X-ray devices.
- (C) Cargo scanners.
- (D) Radiation monitors.
- (E) Thermal protective equipment.

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

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

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

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

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

(iii) Providing or augmenting onsite emergency response capability.

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

(J) Developing disaster preparedness or emergency response plans.

The Office of Emergency Services shall report to the Legislature on March 1 of each year on the manner in which the funds available pursuant to this paragraph were expended for that fiscal year.

(d) Two hundred million dollars (\$200,000,000) shall be available, upon appropriation by the Legislature, for schoolbus retrofit and replacement to reduce air pollution and to reduce children's exposure to diesel exhaust.

(e) Two billion dollars (\$2,000,000,000) shall be available for projects in the state transportation improvement program, to augment funds otherwise available for this purpose from other sources. The funds provided by this subdivision shall be deposited in the Transportation Facilities Account which is hereby created in the fund, and shall be available, upon appropriation by the Legislature, to the Department of Transportation, as allocated by the California Transportation Commission in the same manner as funds allocated for those projects under existing law.

(f) (1) Four billion dollars (\$4,000,000,000) shall be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account, which is hereby created in the fund. Funds in the account shall be made available, upon appropriation by the Legislature, to the Department of Transportation for intercity rail projects and to commuter or urban rail operators, bus operators, waterborne transit operators, and other transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or for rolling stock procurement, rehabilitation, or replacement.

(2) Of the funds made available in paragraph (1), four hundred million dollars (\$400,000,000) shall be available, upon appropriation by the Legislature, to the department for intercity rail improvements, of which one hundred twenty-five million dollars (\$125,000,000) shall be used for the procurement of additional intercity railcars and locomotives.

(3) Of the funds remaining after the allocations in paragraph (2), 50 percent shall be distributed to the Controller, for allocation to eligible agencies using the formula in Section 99314 of the Public Utilities Code,

and 50 percent shall be distributed to the Controller, for allocation to eligible agencies using the formula in Section 99313 of the Public Utilities Code, subject to the provisions governing funds allocated under those sections.

(g) One billion dollars (\$1,000,000,000) shall be deposited in the State-Local Partnership Program Account, which is hereby created in the fund. The funds shall be available, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency. A dollar for dollar match of local funds shall be required for an applicant transportation agency to receive state funds under this program.

(h) One billion dollars (\$1,000,000,000) shall be deposited in the Transit System Safety, Security, and Disaster Response Account, which is hereby created in the fund. Funds in the account shall be made available, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators, including waterborne transit operators, to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people, and equipment.

(i) One hundred twenty-five million dollars (\$125,000,000) shall be deposited in the Local Bridge Seismic Retrofit Account, which is hereby created in the fund. The funds in the account shall be used, upon appropriation by the Legislature, to provide the 11.5 percent required match for federal Highway Bridge Replacement and Repair funds available to the state for seismic work on local bridges, ramps, and overpasses, as identified by the Department of Transportation.

(j) (1) Two hundred fifty million dollars (\$250,000,000) shall be deposited in the Highway-Railroad Crossing Safety Account, which is hereby created in the fund. Funds in the account shall be available, upon appropriation by the Legislature, to the Department of Transportation for the completion of high-priority grade separation and railroad crossing safety improvements. Funds in the account shall be made available for allocation pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code, except that a dollar for dollar match of nonstate funds shall be provided for each project, and the limitation on maximum project cost in subdivision (g) of Section 2454 of the Streets and Highways Code shall not be applicable to projects funded with these funds.

(2) Notwithstanding the funding allocation process described in paragraph (1), in consultation with the department and the Public Utilities Commission, the California Transportation Commission shall allocate one hundred million dollars (\$100,000,000) of the funds in the account to

high-priority railroad crossing improvements, including grade separation projects, that are not part of the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code. The allocation of funds under this paragraph shall be made in consultation and coordination with the High-Speed Rail Authority created pursuant to Division 19.5 (commencing with Section 185000) of the Public Utilities Code.

(k) (1) Seven hundred fifty million dollars (\$750,000,000) shall be deposited in the Highway Safety, Rehabilitation, and Preservation Account, which is hereby created in the fund. Funds in the account shall be available, upon appropriation by the Legislature, to the Department of Transportation, as allocated by the California Transportation Commission, for the purposes of the state highway operation and protection program as described in Section 14526.5.

(2) The department shall develop a program for distribution of two hundred and fifty million dollars (\$250,000,000) from the funds identified in paragraph (1) to fund traffic light synchronization projects or other technology-based improvements to improve safety, operations and the effective capacity of local streets and roads.

(l) (1) Two billion dollars (\$2,000,000,000) shall be deposited in the Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006, which is hereby created in the fund. The proceeds of bonds deposited into that account shall be available, upon appropriation by the Legislature, for the purposes specified in this subdivision to the Controller for administration and allocation in the fiscal year in which the bonds are issued and sold, including any interest or other return earned on the investment of those moneys, in the following manner:

(A) Fifty percent to the counties, including a city and county, in accordance with the following formulas:

(i) Seventy-five percent of the funds payable under this subparagraph shall be apportioned among the counties in the proportion that the number of fee-paid and exempt vehicles that are registered in the county bears to the number of fee-paid and exempt vehicles registered in the state

(ii) Twenty-five percent of the funds payable under this subparagraph shall be apportioned among the counties in the proportion that the number of miles of maintained county roads in each county bears to the total number of miles of maintained county roads in the state. For the purposes of apportioning funds under this clause, any roads within the boundaries of a city and county that are not state highways shall be deemed to be county roads.

(B) Fifty percent to the cities, including a city and county, apportioned among the cities in the proportion that the total population of the city bears to the total population of all the cities in the state, provided, however, that the Controller shall allocate a minimum of four hundred thousand dollars (\$400,000) to each city, pursuant to this subparagraph.

(2) Funds received under this subdivision shall be deposited as follows in order to avoid the commingling of those funds with other local funds:

(A) In the case of a city, into the city account that is designated for the receipt of state funds allocated for local streets and roads.

(B) In the case of an eligible county, into the county road fund.

(C) In the case of a city and county, into a local account that is designated for the receipt of state funds allocated for local streets and roads.

(3) For the purpose of allocating funds under this subdivision to cities and a city and county, the Controller shall use the most recent population estimates prepared by the Demographic Research Unit of the Department of Finance. For a city that incorporated after January 1, 1998, that does not appear on the most recent population estimates prepared by the Demographic Research Unit, the Controller shall use the population determined for that city under Section 11005.3 of the Revenue and Taxation Code.

(4) Funds apportioned to a city, county, or city and county under this subdivision shall be used for improvements to transportation facilities that will assist in reducing local traffic congestion and further deterioration, improving traffic flows, or increasing traffic safety that may include, but not be limited to, street and highway pavement maintenance, rehabilitation, installation, construction and reconstruction of necessary associated facilities such as drainage and traffic control devices, or the maintenance, rehabilitation, installation, construction and reconstruction of facilities that expand ridership on transit systems, safety projects to reduce fatalities, or as a local match to obtain state or federal transportation funds for similar purposes.

(5) At the conclusion of each fiscal year during which a city or county expends the funds it has received under this subdivision, the Controller may verify the city's or county's compliance with paragraph (4). Any city or county that has not complied with paragraph (4) shall reimburse the state for the funds it received during that fiscal year. Any funds withheld or returned as a result of a failure to comply with paragraph (4) shall be reallocated to the other counties and cities whose expenditures are in compliance.

Article 3. Fiscal Provisions

8879.25. Bonds in the total amount of nineteen billion nine hundred twenty-five million dollars (\$19,925,000,000), exclusive of refunding bonds, or so much thereof as is necessary, are hereby authorized to be issued and sold for carrying out the purposes expressed in this chapter and to reimburse the General Obligation Bond Expense Revolving Fund pursuant to Section 16724.5. All bonds herein authorized which have been duly sold and delivered as provided herein shall constitute valid and legally binding general obligations of the state, and the full faith and credit of the state is hereby pledged for the punctual payment of both principal and interest thereof.

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

8879.27. (a) Solely for the purpose of authorizing the issuance and sale, pursuant to the State General Obligation Bond Law, of the bonds authorized by this chapter, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Committee is hereby created. For the purposes of this chapter, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Committee is "the committee" as that term is used in the State General Obligation Bond Law. The committee consists of the Treasurer, the Controller, the Director of Finance, and the Secretary of the Business, Transportation and Housing Agency, or a designated representative of each of those officials. The Treasurer shall serve as the chairperson of the committee. A majority of the committee may act for the committee.

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

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

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

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

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

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

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

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

8879.32. For the purpose of carrying out this chapter, the Director of Finance may, by executive order, authorize the withdrawal from the General Fund of any amount or amounts not to exceed the amount of the unsold bonds which the committee has, by resolution, authorized to be sold for the purpose of carrying out this chapter. Any amounts withdrawn shall be deposited in the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006. Any money made available under this section shall be returned to the General Fund, plus the interest that the amounts would have earned in the Pooled Money Investment Account, from money received from the sale of bonds which would otherwise be deposited in that fund.

8879.33. The bonds may be refunded in accordance with Article 6 (commencing with Section 16780) of the State General Obligation Bond Law. Approval by the electors of this act shall constitute approval of any refunding bonds issued pursuant to the State General Obligation Bond Law.

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

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

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

investment of those proceeds so as to maintain the tax-exempt status of those bonds and to obtain any other advantage under federal law on behalf of the funds of this state.

8879.37. All money derived from premium and accrued interest on bonds sold pursuant to this chapter shall be transferred to the General Fund as a credit to expenditures for bond interest.

SEC. 2. Section 1 of this act shall become operative upon the adoption by the voters of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, as set forth in Section 1 of this act.

SEC. 3. Notwithstanding Sections 13115 and 13117 of the Elections Code, the following measures shall be placed on the ballot for the November 7, 2006, statewide general election in the following order:

(a) Senate Constitutional Amendment No. 7 of the 2005–2006 Regular Session shall be placed first on the ballot and shall be designated as Proposition 1A.

(b) The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 shall be placed second on the ballot and shall be designated as Proposition 1B.

(c) The Housing and Emergency Shelter Trust Fund Act of 2006 shall be placed third on the ballot and shall be designated as Proposition 1C.

(d) The Kindergarten-University Public Education Facilities Bond Act of 2006 shall be placed fourth on the ballot and shall be designated as Proposition 1D.

(e) The Disaster Preparedness and Flood Prevention Bond Act of 2006 shall be placed fifth on the ballot and shall be designated as Proposition 1E.

SEC. 4. (a) Notwithstanding any other provision of law, all ballots of the November 7, 2006, statewide general election shall have printed thereon and in a square thereof, the words “Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006,” and in the same square under those words, the following in 8-point type:

“This act makes safety improvements and repairs to state highways, upgrades freeways to reduce congestion, repairs local streets and roads, upgrades highways along major transportation corridors, improves seismic safety of local bridges, expands public transit, helps complete the state’s network of car pool lanes, reduces air pollution, and improves anti-terrorism security at shipping ports by providing for a bond issue not to exceed nineteen billion nine hundred twenty-five million dollars (\$19,925,000,000).”

Opposite the square, there shall be left spaces in which the voters may place a cross in the manner required by law to indicate whether they vote for or against the act.

(b) Notwithstanding Sections 13247 and 13281 of the Elections Code, the language in subdivision (a) shall be the only language included in the ballot label for the condensed statement of the ballot title, and the Attorney General shall not supplement, subtract from, or revise that language, except that the Attorney General may include the financial impact

summary prepared pursuant to Section 9087 of the Elections Code and Section 88003 of the Government Code. The ballot label is the condensed statement of the ballot title and the financial impact summary.

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

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

In order for the bond act in Section 1 of this act to be submitted to the voters at the November 7, 2006, statewide general election, it is necessary for this act to take effect immediately.

0

Senate Constitutional Amendment No. 7**RESOLUTION CHAPTER 49**

Senate Constitutional Amendment No. 7—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 1 of Article XIX B thereof, relating to transportation.

[Filed with Secretary of State May 9, 2006.]

LEGISLATIVE COUNSEL'S DIGEST**SCA 7, Torlakson. Transportation Investment Fund.**

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

This measure would recast these suspension provisions. This measure would authorize a suspension, in whole or in part, of the transfer of these revenues to the TIF for a fiscal year if (1) the Governor issues a proclamation that the suspension is necessary due to a severe state fiscal hardship, (2) a statute containing no other unrelated provision is enacted by a 2/3 vote of each house of the Legislature suspending the transfer, and (3) a statute is enacted to repay, with interest, the TIF within 3 years for the amount of any revenues that were not transferred as a result of the suspension. This measure would also prohibit a suspension of transfer of these revenues from occurring more than twice during any period of 10 consecutive fiscal years, and would prohibit a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed.

This measure would also require payments to be made from the General Fund to the Transportation Investment Fund relative to a portion of the revenues that were not transferred due to a suspension of transfer occurring on or before July 1, 2007, with payments made pursuant to a specified schedule.

Resolved by the Senate, the Assembly concurring, That the Legislature of the State of California at its 2005–06 Regular Session commencing on the sixth day of December 2004, two-thirds of the membership of each

house concurring, hereby proposes to the people of the State of California, that the Constitution of the State be amended as follows:

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

SECTION 1. (a) For the 2003–04 fiscal year and each fiscal year thereafter, all moneys that are collected during the fiscal year from taxes under the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or any successor to that law, upon the sale, storage, use, or other consumption in this State of motor vehicle fuel, and that are deposited in the General Fund of the State pursuant to that law, shall be transferred to the Transportation Investment Fund, which is hereby created in the State Treasury.

(b) (1) For the 2003–04 to 2007–08 fiscal years, inclusive, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of the Revenue and Taxation Code as that section read on March 6, 2002.

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

(A) Public transit and mass transportation.

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

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

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

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

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

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

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

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

(d) (1) Except as otherwise provided by paragraph (2), the transfer of revenues from the General Fund of the State to the Transportation Investment Fund pursuant to subdivision (a) may be suspended, in whole or in part, for a fiscal year if all of the following conditions are met:

(A) The Governor issues a proclamation that declares that, due to a severe state fiscal hardship, the suspension of the transfer of revenues required by subdivision (a) is necessary.

(B) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, a suspension for that fiscal year of the

transfer of revenues required by subdivision (a) and the bill does not contain any other unrelated provision.

(C) No later than the effective date of the statute described in subparagraph (B), a separate statute is enacted that provides for the full repayment to the Transportation Investment Fund of the total amount of revenue that was not transferred to that fund as a result of the suspension, including interest as provided by law. This full repayment shall be made not later than the end of the third fiscal year immediately following the fiscal year to which the suspension applies.

(2) (A) The transfer required by subdivision (a) shall not be suspended for more than two fiscal years during any period of 10 consecutive fiscal years, which period begins with the first fiscal year commencing on or after July 1, 2007, for which the transfer required by subdivision (a) is suspended.

(B) The transfer required by subdivision (a) shall not be suspended during any fiscal year if a full repayment required by a statute enacted in accordance with subparagraph (C) of paragraph (1) has not yet been completed.

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

(f) (1) An amount equivalent to the total amount of revenues that were not transferred from the General Fund of the State to the Transportation Investment Fund, as of July 1, 2007, because of a suspension of transfer of revenues pursuant to this section as it read on January 1, 2006, but excluding the amount to be paid to the Transportation Deferred Investment Fund pursuant to Section 63048.65 of the Government Code, shall be transferred from the General Fund to the Transportation Investment Fund no later than June 30, 2016. Until this total amount has been transferred, the amount of transfer payments to be made in each fiscal year shall not be less than one-tenth of the total amount required to be transferred by June 30, 2016. The transferred revenues shall be allocated solely for the purposes set forth in this section as if they had been received in the absence of a suspension of transfer of revenues.

(2) The Legislature may provide by statute for the issuance of bonds by the state or local agencies, as applicable, that are secured by the minimum transfer payments required by paragraph (1). Proceeds from the sale of those bonds shall be allocated solely for the purposes set forth in this section as if they were revenues subject to allocation pursuant to paragraph (2) of subdivision (b).

O

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 19, 2006
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Funding Agreement Proposal

Background:

The Solano Transportation Authority's (STA) I-80/I-680/I-780 Transit Corridor Study was adopted by the STA Board on July 14, 2004. This Study identified eight (8) intercity bus routes in Solano County, some of which are subsidized by more than one jurisdiction. Cost-sharing methodologies for these routes vary. The Study recommended developing an annual and multi-year funding agreement or Memorandum of Understanding (MOU) for intercity transit services as a part of the next steps following completion of the study.

Of the eight (8) intercity bus routes currently in service, six (6) had subsidy sharing arrangements among the participating jurisdictions. These subsidy-sharing arrangements were negotiated in agreements among the participants, some of which were documented and others were not. With the addition of Regional Measure 2 (RM 2) funded service, there is now a ninth (9) intercity transit route – Vallejo Transit Rt. 92, serving Solano County.

STA's coordination of the annual multi-agency Transportation Development Act (TDA) matrix and the State Transit Assistance Fund's (STAF) project funding for the county has clarified and simplified the claims process locally and regionally. Having a coordinated multi-year, multi-agency funding strategy with predictability and some flexibility would help to further stabilize intercity transit service funding in Solano County.

Last year, STA conducted nationwide research and presented a summary of subsidy allocation factors and methodologies to the STA Transit Consortium. Three (3) subsidy-sharing options with various factors were presented to the transit operators and one was selected for further testing. This methodology included ridership and vehicle miles as the key factors. Data was to be collected from the transit operators to test the draft formula.

STA staff collected much of the data and began testing a variety of scenarios primarily using the two factors of ridership and vehicle miles. In late October 2005, these initial scenarios were shared with the transit operators and other funding partners to review and discuss. Since that time a series of weekly meetings with the same participants (now referred to as the Intercity Transit Funding Working Group) have been held to review and refine the data that is input into the funding scenarios.

To determine the net cost of each intercity route, one of the key inputs is the total cost of each route. The Intercity Transit Funding (ITF) Working Group agreed to use the same methodology among operators to calculate and distribute costs among all routes. Upon

review of early data, the ITF Working Group expressed a shared concern that intercity transit service must be operated cost-effectively to reduce the burden to all the funding partners. To reduce costs to Intercity Transit Services, the transit operators explored options to coordinate and streamline services along parallel routes in the near-term and long-term. Proposed changes that are approved and implemented would in turn affect the route costs.

In addition, two additional cost-sharing scenario factors were agreed to be added: bus stops and ridership by boardings. Bus stop by jurisdictions served and ridership data was collected for this purpose as well as to assist in evaluating the productivity of routes.

The original purpose of the ITF Working Group was to develop a uniform methodology for shared funding of Intercity Transit Services. This has been complicated due to the issue of overall rising costs and potential service changes. To maintain the ITF Working Group's focus, principles were drafted. In addition, for the purpose of evaluating Intercity Transit Service changes on the basis of not only cost but also systemwide impacts, service parameters were also drafted. These were approved by the STA Board in March 2006 (see Attachment A and B for these documents).

Discussion:

There has been a common interest among all participants to conclude this process and develop a consistent Intercity Transit Funding methodology and agreement. Yet each jurisdiction has specific issues to address. These issues are presented by jurisdiction in Attachment C.

Taking into account the various local issues, cost and revenue assumptions, service proposals and timelines, STA staff has developed a set of draft comprehensive recommendations. This can also be found on Attachment C. This proposal for FY 2006-07 addresses the first two Principles for this effort: a near-term consistent cost-sharing methodology and coordinated service changes that can be marketed comprehensively. This proposal has been discussed with the ITF Working Group and was presented to the STA Transit Consortium and STA TAC in April 2006 in addition to a meeting with the Public Works Directors specifically to discuss this topic. In April, the Transit Consortium and TAC approved a draft of Attachment C. Since that time, further discussions with transit operators with outstanding issues have been nearly completed. The resolution of these issues will be presented in the draft final matrix to be forwarded under separate cover. This month the proposal is being presented for review and a recommendation of approval to the STA Board.

To address the third principle concerning long-term cost-sharing issues, a similar effort will need to be continued into FY 2006-07. With additional time, comprehensive and consistent data can be collected, particularly ridership data. Evaluation of service changes can be considered and a more refined cost-sharing methodology can be tested and reviewed for a long-term agreement with a target date of completion for FY 2007-08.

Recommendation:

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

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

Attachments:

- A. Proposed ITF Working Group Guiding Principles**
- B. Proposed Intercity Transit Service Route Analysis Evaluation Parameters**
- C. Summary of Draft Intercity Transit Funding Proposal
(To be provided under separate cover.)**

THIS PAGE INTENTIONALLY LEFT BLANK

INTERCITY TRANSIT FUNDING

Guiding Principles

Principle 1:

To provide certainty to intercity transit operators and funding partners, establish a consistent method and an agreement for sharing subsidies for all intercity routes by Solano transit operators for FY 2006-07 and future years based on a consensus of the participating jurisdictions.

Principle 2:

To focus limited financial resources and deliver productive intercity transit service as soon as possible, develop a cost effective and affordable revised route structure that will; 1) be implemented with the new subsidy sharing agreement; 2) meet the policy/coverage requirements agreed upon; 3) be marketed jointly.

Principle 3:

To focus limited financial resources and deliver productive intercity transit service on an on-going basis while meeting the policy/coverage requirements agreed upon, develop strategies to consistently evaluate, modify, and market intercity transit services after the intercity subsidy sharing agreement is implemented.

INTERCITY TRANSIT SERVICE

Service Plan Review

Potential Route Analysis Evaluation Parameters

Productive Measures

- Farebox recovery ratio
- Cost per vehicle service hour
- Cost per vehicle mile
- Cost per passenger trip
- Passengers per vehicle service hour

Policy/Coverage Requirements

- Provides connectivity between cities
- Provides regional transit connections
- Meets Unmet Transit Needs
- Minimize stops in each city
- User friendly



DATE: May 19, 2006
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) Proposed Funding Amendment
for FY 2006-07

Background:

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

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

Discussion:

Annually, member agencies, through their Transit Consortium member, and STA staff submit candidate projects/programs for STAF funding for both the Northern Counties and the Regional Paratransit. At the May 2006 STA Board meeting, an initial list of STAF projects and funding was approved. Since then, additional needs and requests have been identified.

Much of the STAF funds (\$450,000) were allocated for Intercity Transit Operations as transitional funding to support local transit operators taking on new routes as part of the Intercity Transit Funding Agreement. As the final elements of the Intercity Transit Funding agreement were negotiated, additional STAF funds (\$5,000) are proposed to be allocated to Intercity Transit Operations.

A request was received from Benicia Transit for \$20,000 to \$25,000 Regional Paratransit funds (see Attachment C). In addition, Fairfield Suisun Transit is currently projecting a \$25,000 deficit for Solano Paratransit in FY 2005-06. To support Benicia Transit's intercity paratransit service while also reducing the burden on the six funding partners of Solano Paratransit, staff proposes to allocate \$15,000 to Benicia Transit for capital match and intercity paratransit operations and \$10,000 to Solano Paratransit for the FY 2005-06

deficit. Accommodating these requests will bring the balance of Regional Paratransit funds in FY 2007-08 to less than \$2,000. These changes are incorporated in an amended STAF project lists shown on Attachment A and Attachment B.

Another key project funded in FY 2006-07 with STAF funds is a countywide transit ridership survey. The data collected from this survey will be critical to not only evaluating the performance of transit routes and systems, but also in developing future Intercity Transit Funding agreements. Should additional STAF funds become available in FY 2006-07, staff suggests that supplementing the transit ridership survey be a priority.

Recommendations:

Forward a recommendation to the STA Board to:

1. Approve the amended FY 2006-07 STAF project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds.
2. Prioritize the countywide transit ridership survey for any additional FY 2006-07 STAF funding.

Attachments:

- A. Draft FY 2006-07 STAF project list
- B. Preliminary FY 2007-08 STAF project list
- C. Benicia Transit STAF request

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

NORTHERN COUNTIES STAF

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

Projects/Programs

STA Transit Planning & Studies	\$ 110,000
SolanoLinks Marketing	\$ 113,000
Dixon Medical Shuttle ³	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program ⁴	\$ 10,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match ⁵	\$ 54,000
Fairfield Transit Study ⁶	\$ 60,000
Expenditure Plan/Implementation Plan	\$ 38,000
Intercity Transit Operations Assistance	\$ 455,000
Countywide Transit Ridership Survey	\$ 100,000
Countywide Transit Finance Assessment	\$ 60,000
Transit Consolidation Study	\$ 40,000
TOTAL:	\$ 1,065,000

Balance: \$ 110,474

REGIONAL PARATRANSIT

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

Projects/Programs

Vallejo Intercity Paratransit Operations	\$ 88,000
Benicia Intercity Paratransit Operations	\$ 15,000
Solano Paratransit FY2005-06 Shortfall	\$ 10,000
Sol Paratransit Assessment Implementation	\$ 40,000
Sol Paratransit Vehicles Improvements	\$ 35,000
Paratransit Coordination, PCC	\$ 40,000
TOTAL:	\$ 228,000

Balance \$ 21,039

¹ MTC Feb. 06 Estimate

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

³ Yr. 3 of 3 yr. Funding

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

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

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

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

NORTHERN COUNTIES STAF

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover	\$ 110,474
FY 2006-07 STAF Estimate ¹	\$ 662,895
Total:	\$ 773,369

<u>Projects/Programs</u>	
Transit Planning & Studies	\$ 115,000
SolanoLinks Marketing	\$ 113,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match	\$ 30,000
Intercity Transit Operations Assistance	\$ 200,000
Intercity Transit Capital Match Program	\$ 100,000
<u>Intercity Operations Analysis Support</u>	<u>\$ 75,000</u>
TOTAL:	\$ 648,000
 Balance	 \$ 125,369

REGIONAL PARATRANSIT

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2005-06 Carryover ¹	\$ 21,039
FY 2006-07 STAF Estimate	\$ 183,822
Total:	\$ 204,861

<u>Projects/Programs</u>	
Vallejo Paratransit Operations	\$ 88,000
Sol Paratransit Operations	\$ 40,000
Sol Paratransit Vehicles Improvement Fund	\$ 35,000
<u>Paratransit Coordination, PCC</u>	<u>\$ 40,000</u>
TOTAL:	\$ 203,000
 Balance:	 \$ 1,861

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



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

RECEIVED

MAY 4 2006

SOLANO TRANSPORTATION
AUTHORITY

Elizabeth Richards
Director of Transit and Rideshare
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: City of Benicia State Transit Assistance Fund (STAF) Request

Dear Mrs. Richards:

This letter is in regard to the receiving STAF for fiscal year 2006-2007 to support Benicia Breeze Paratransit services.

The City would like to request \$20,000 or \$25,000 in STAF/Regional Paratransit funds for one year. The \$20,000 or \$25,000 would be split up as the following:

\$25,000:

- \$2,868 match for the computer software for the 5310 application submitted
- \$22,132 for our regional ADA paratransit service

\$20,000:

- \$2,868 match for the computer software for the 5310 application submitted
- \$17,131 for our regional ADA paratransit service

The City is requesting this one-year funding arrangement, because of the delay in transition activities with the City of Vallejo. The City of Vallejo is not prepared to implement a consolidated paratransit service at this time. Their Interim City Manager would like to wait until next fiscal year after a new Transportation Program Manager is hired. This one-year funding will help the City of Benicia continue to provide regional ADA paratransit service to Vallejo and Pleasant Hill BART Station. The City desires to consolidate with Vallejo or the countywide paratransit system in fiscal year 2007/2008.

Should you have any questions regarding our request, I can be reached at (707) 746-4300 or via email at jandoh@ci.benicia.ca.us

Thank you,

A handwritten signature in black ink, appearing to read "John Andoh", with a long horizontal flourish extending to the right.

John Andoh
Transit Services Manager



DATE: May 23, 2006
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: FY 2006-07 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 Solano Transportation Authority (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, the state designated RTPA for the Bay Area, for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Express Bus Routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to give its claim approvals. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix.

The initial TDA estimates for FY 2006-07 have increased. Throughout the year, revenue estimates may be modified and lowered as was the case in FY 2005-06. Because of this, operators are encouraged to be cautious in their assumption of the full TDA amount.

At the May Consortium and TAC meetings, a draft of the FY 2006-07 TDA Matrix is being presented. The FY 2006-07 revenue estimate and carryover are based on MTC's Feb 2006 estimate that has been approved by the MTC Commission. Much of this draft matrix is driven by the parallel effort of the Intercity Transit Funding group which is developing, for the first time, a consistent methodology for sharing costs for intercity routes. The matrix reflects the draft amounts for each intercity route by jurisdiction (Attachment A). Solano Paratransit contributions will be consistent with the approved methodology outlined in the multi-year agreement.

Some, but not all, jurisdictions have concluded their TDA estimates for FY2006-07. This draft of the matrix includes data for the jurisdictions that have. The TDA matrix will be updated and brought forward when other jurisdictions are prepared to submit their TDA data. The TDA matrix is being presented for a recommendation of approval to the STA board in June.

Recommendations:

Recommend to the STA Board to approve the TDA matrix.

Attachment:

- A. Draft of TDA Article 4/8 Matrix for FY 2006-07 (to be provided under separate cover)



DATE: May 23, 2006
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Unmet Transit Needs Comments and Response for FY 2006-07

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 County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Four out of eight jurisdictions currently use TDA funds for streets and roads (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 to determine 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 Solano Transportation Authority (STA) coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's 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 and adequately 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 four agencies who claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2006-07. All TDA claims for local streets and roads are held by MTC until this process is completed.

Discussion:

The Unmet Transit Needs public hearing for the FY 2006-07 TDA funding cycle was held on Wednesday, December 7, 2005. The public offered comments at the hearing as well as submitted comments directly to MTC. MTC drafted a summary of the issues that were raised by the public that was presented to the Technical Advisory Committee (TAC) and Transit Consortium earlier this year. Supporting documentation from transit operators was requested and much of this has been received. STA is drafting a coordinated response and working with MTC staff to refine this; the final draft will be forwarded under separate cover.

Recommendation:

Forward a recommendation to the STA Board to:

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

Attachment:

- A. FY 2006-07 Unmet Transit Needs (to be provided under separate cover).



DATE: May 22, 2006
TO: SolanoLinks Intercity Transit Consortium
FROM: Dan Christians, Assistant Executive Director/ Director of Planning
RE: Bay Area Regional Rail Plan Conceptual Alternatives

Background:

STA has been an active member of the Capitol Corridor Joint Powers Board (CCJPB) since its early years when this intercity service was operated by the State of California and the Joint Powers Authority was formed in 1998.

In 1995, the Solano Transportation Authority (STA) and member agencies completed the Solano Rail Facilities Plan that proposed new passenger stations along the Capitol Corridor (Benicia, Dixon, and Fairfield/Vacaville). Since then STA has been working actively toward evaluating, prioritizing, and funding the new rail stations and enhancing the Capitol Corridor service for Solano County residents.

In July 2003, the Solano Napa Passenger/Freight Rail Study was completed by the STA and Napa County Transportation Planning Agency. It examined the feasibility of potential passenger rail service, enhanced freight service and providing new or enhanced bus service instead of or prior to the implementation passenger rail along the two main corridors between Solano and Napa counties (i.e. SR 12 and SR 29).

The Vision Plan for the Capitol Corridor, updated in June 2005, committed to building a constructive working partnerships with riders, the local communities, Amtrak, the Union Pacific Railroad and the State of California. An objective of maintaining an average 90% on-time performance standard for Capitol Corridor trains and reducing travel time by up to 12% by improving track infrastructure to allow for faster train travel were core objectives of the Plan.

The recently completed Oakland-Auburn Regional Rail Study (approved by the STA Board on June 8, 2005) supported three new train stations for Solano County (Fairfield-Vacaville, Dixon and Benicia) and proposed that they be completed and available for passenger rail service no later than 2010, 2015 and 2020 respectively. The Study also assumed that the necessary track improvements for the Fairfield-Vacaville Train Station (i.e. Tolenas Industrial siding project) and the Bahia Viaduct Track improvements (later re-scoped to a cross-over project) would be in place as part of or before the next Capitol Corridor Station at Fairfield-Vacaville was placed into service.

Most of the above-described efforts to improve passenger rail services in Solano County and other adjoining counties were intended to plan for passenger rail services in Solano County and adjoining counties through the year 2030.

Regional Measure 2 (RM 2) passed by a majority of the Bay Area voters on March 2, 2004, required preparation of a “Regional Rail Master Plan,” intended as a long-range plan to integrate passenger rail systems, improve connections at intermodal hubs, expand regional rapid transit network, coordinate investments with transit-supportive land uses, and study Bay Area access to a high speed rail system.

Discussion:

Since mid 2005, MTC, California High-Speed Rail Authority, BART, and Caltrain, Congestion Management Agencies (CMA’s), along with a coalition of rail passenger and freight operators, are currently preparing a comprehensive, Regional Rail Plan to the year 2050 for the Bay Area, as required by the voters in the RM 2.

The Regional Rail Plan will examine ways to incorporate passenger trains into existing rail systems, improve connections to other trains and transit, expand the regional rapid transit network, increase rail capacity and coordinate rail investment around transit-friendly communities and businesses. The plan will also include a detailed analysis of potential high-speed rail routes between the Bay Area and the Central Valley for the Rail Authority’s environmental review of the proposed rail lines.

Overall, the plan will look at improvements and extensions of railroad, rapid transit, and high-speed rail services for the near (5 to 10 years), intermediate (10 to 25 years), and long-terms (beyond 25 years).

Staff from MTC, BART, Caltrain and the California High-Speed Rail Authority are managing the Regional Rail Plan. As required in RM 2, a Steering Committee consisting of CMA’s, regional rail passenger operators, freight railroad operators, is providing direction during the plan development. The Steering Committee is the forum for coordinated review and comment on the plan prior to its submission to MTC for approval.

The Regional Rail Plan study effort will be divided into three phases:

- Phase 1 - Develop conceptual alternatives and screening criteria.
- Phase 2 - Rigorously screen the conceptual alternatives and identify the final study alternatives.
- Phase 3 - Perform detailed technical evaluations of the study alternatives and prepare a draft and final plan identifying railroad, rapid transit, and high-speed rail extensions and services for the near (5 to 10 years), intermediate (10 to 25 years) and long terms (beyond 25 years).

A series of public workshops were held during November and December 2005 to ask the Bay Area and neighboring communities to share its long-range vision for rail, help the committee identify evaluation criteria to assessed proposed rail ideas, and to identify issues and concerns that should be considered in the Bay Area to Central Valley High-Speed Train Program

EIR/EIS to be prepared by the California High-Speed Rail Authority. One of the workshops was held at Suisun City Hall on December 8, 2006.

On May 10, 2006, Technical Memorandum 3.a., the Conceptual Alternatives Task, was completed and distributed at the Steering Committee. STA staff reviewed the twelve (12) conceptual alternatives that were prepared in this memorandum (Attachment A). Three of the alternatives (Alternatives 1, 2 and 3) include various regional rail corridors in the Bay Area (i.e. BART, regional rail and primarily freight corridors) without a high-speed rail option and nine (9) of the alternatives (Alternatives 4 – 12) depict various possible regional rail services plus high-speed rail options.

STA staff completed a preliminary review of the options and had some comments and concerns on the portions of the alternative concept plans that run through Solano County, mainly on Alternatives 2, 3, 6, 8, 10 and 11. Because of MTC's submittal deadline of May 17, 2006, STA staff submitted the attached preliminary comments (Attachment B).

Alternative 1, which proposes no new high-speed rail in the Bay Area but recommends new BART stations on I-80 north of Hercules and along I-680 in Martinez, would have significant benefits to Solano County commuters.

STA staff generally supports further analysis and modeling of Alternatives 1, 5, 7, 9, and 12 to provide additional regional rail and freight services along existing railroad rights-of-way, but has questions and is concerned about some of the cost effectiveness and environmental implications of Alternatives 2, 3, 4, 6, 8, 10 and 11.

Alternatives 3, 6, and 11 propose to shift freight from the Burlington Northern Santa Fe (BNSF) north of Richmond and construct a new by-pass for "Freight With Long Distance AMTRAK Service" along the former abandoned Sacramento Northern Railroad (Pittsburg-Sacramento) through the eastern portion of Solano County. This alignment generally would follow the State Route (SR) 113 corridor and would require a new railroad bridge over the Carquinez Strait. STA staff is concerned that this proposed alignment, although it would remove some freight trains along the existing Union Pacific Railroad (UPRR) right-of-way corridor, would be very costly, and could have some significant new impacts to the rural areas of Solano County. It is STA staff's opinion that those alternatives could divert resources away from improving the existing railroad rights of way and providing three new Capitol Corridor stations and additional commuter-oriented service along the existing UPRR as was proposed in each of the recent rail studies that STA helped conduct (i.e. Contra Costa Regional Rail Study, Napa Solano Passenger/Freight Rail study and Oakland- Auburn Regional Rail Study).

In addition, Alternatives 2, 4, 8, 10 each are proposing to combine standard rail equipment (i.e. Capitol Corridor trains) with higher speed, grade separated, lightweight equipment (i.e. CalTrain bullet trains). Although such dual systems in Solano County could theoretically have the capacity to potentially move many more riders than the Capitol Corridor and regional rail studies have previously proposed, the cost of buying substantial new rights-of-way, and building grade separated structures, and additional stations and parking areas for the higher speed trains would seem to exceed any potential local or regional funding source(s) currently expected over the next 50 years. A new statewide High Speed Rail model is expected to be

completed later this year and will be used to test the demand for each of these alternatives as part of the study.

STA staff believes that fewer, more realistic alternatives should be further studied so that the public does not have high expectations of alternatives that could never realistically be funded and implemented in the 45-year timeframe of the study. Therefore, it is recommended that any new and enhanced passenger and freight service (at least for Solano County) should primarily be accommodated within existing railroad rights-of-way wherever possible. If long-term scenarios, in new corridors are deemed critically necessary to the future of rail services in the Bay Area, then it is recommended that the alternatives should be grouped into short, medium and long term timeframes (i.e. 2015, 2030, 2050) and that full cost effectiveness evaluations, preliminary environmental screenings and reasonable funding scenarios be conducted for each one.

Recommendation:

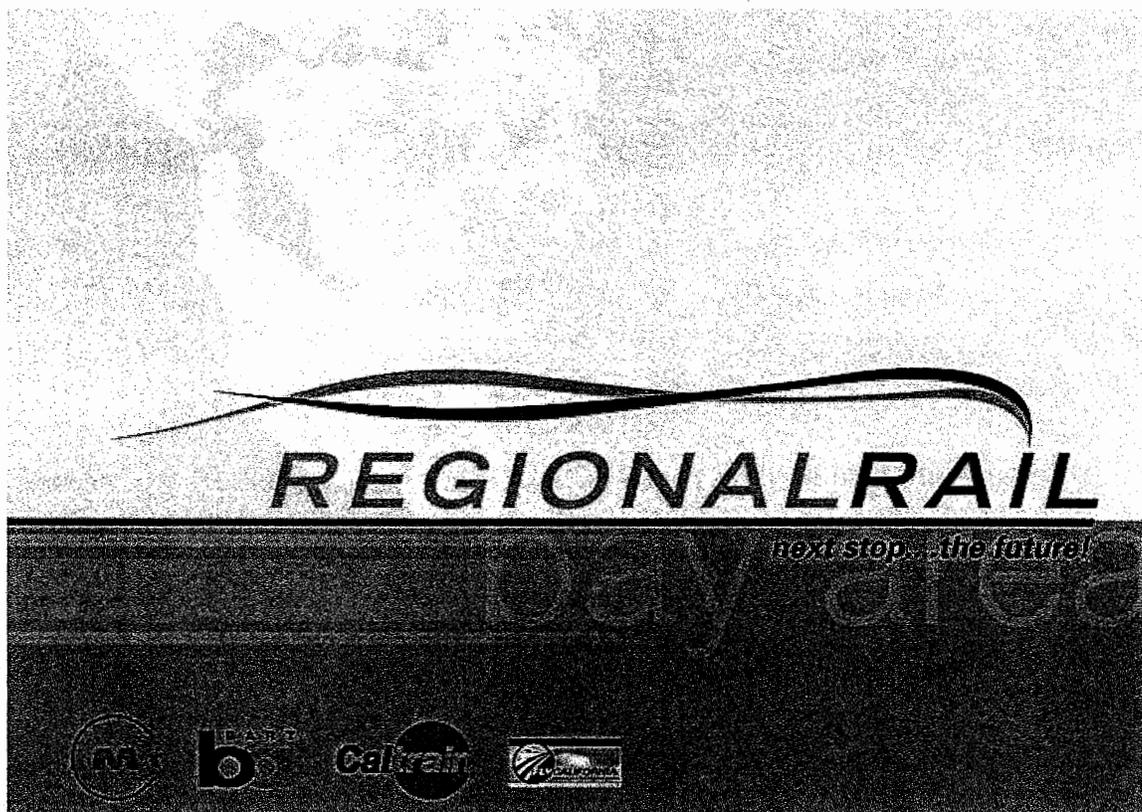
Forward a recommendation to the STA Board to approve the attached preliminary comments submitted to the Steering Committee on May 17, 2006, regarding comments on the Bay Area Regional Rail Plan Conceptual Alternatives Task, Memorandum 3.a., dated April 18, 2006.

Attachments:

- A. Regional Rail Plan Conceptual Alternatives identified in Technical Memorandum 3.a. dated April 18, 2006.
- B. STA staff's preliminary comments on Bay Area Regional Rail Plan Conceptual Alternatives.

BAY AREA REGIONAL RAIL PLAN CONCEPTUAL ALTERNATIVES TASK

Technical Memorandum 3.a
Systemwide Study Alternatives



April 18, 2006

Table of Contents

STUDY ALTERNATIVE 1

Year 2050 Rail Network
(No High Speed Rail)

STUDY ALTERNATIVE 2

Year 2050 Rail Network
(No High Speed Rail)

STUDY ALTERNATIVE 3

Year 2050 Rail Network
(No High Speed Rail)

STUDY ALTERNATIVE 4

Year 2050 Rail Network
High Speed Rail Entry from South
Option 1 – Merced / GEA North / Pacheco Pass / UPRR Gilroy – San Jose
With
San Jose – San Francisco Peninsula HSR Line
San Francisco – Oakland Transbay Tunnel

STUDY ALTERNATIVE 5

Year 2050 Rail Network
High Speed Rail Entry from South
Option 2 – via Los Banos Henry Miller / Pacheco Pass / UPRR Gilroy – San Jose
With
San Jose – Oakland East Bay HSR Line

STUDY ALTERNATIVE 6

Year 2050 Rail Network
High Speed Rail Entry from South
Option 3 – via Los Banos Henry Miller / Pacheco Pass / UPRR Gilroy – San Jose
With
San Jose – San Francisco Peninsula Line
San Jose – Oakland East Bay Line

STUDY ALTERNATIVE 7

Year 2050 Rail Network
High Speed Rail Entry from East
Option 1 – via Tri-Valley UPRR Alignment
With
New Dumbarton High Level Bridge Bay Crossing
San Jose – San Francisco Peninsula Line

STUDY ALTERNATIVE 8

Year 2050 Rail Network
High Speed Rail Entry from East
Option 2 – via Tri-Valley along I-580 Alignment
With
San Jose – Oakland East Bay Line
San Francisco – Oakland Transbay Tunnel

STUDY ALTERNATIVE 9

Year 2050 Rail Network
High Speed Rail Entry from East
Option 3 – via Tri-Valley along South of Livermore Alignment
With
San Jose – Oakland East Bay Line
San Jose – San Francisco Peninsula Line

STUDY ALTERNATIVE 10

Year 2050 Rail Network
High Speed Rail Entry from East
Option 4 – via SR-84 and South of Livermore Alignment
With
San Jose – Oakland East Bay Line
San Francisco – Oakland Transbay Tunnel

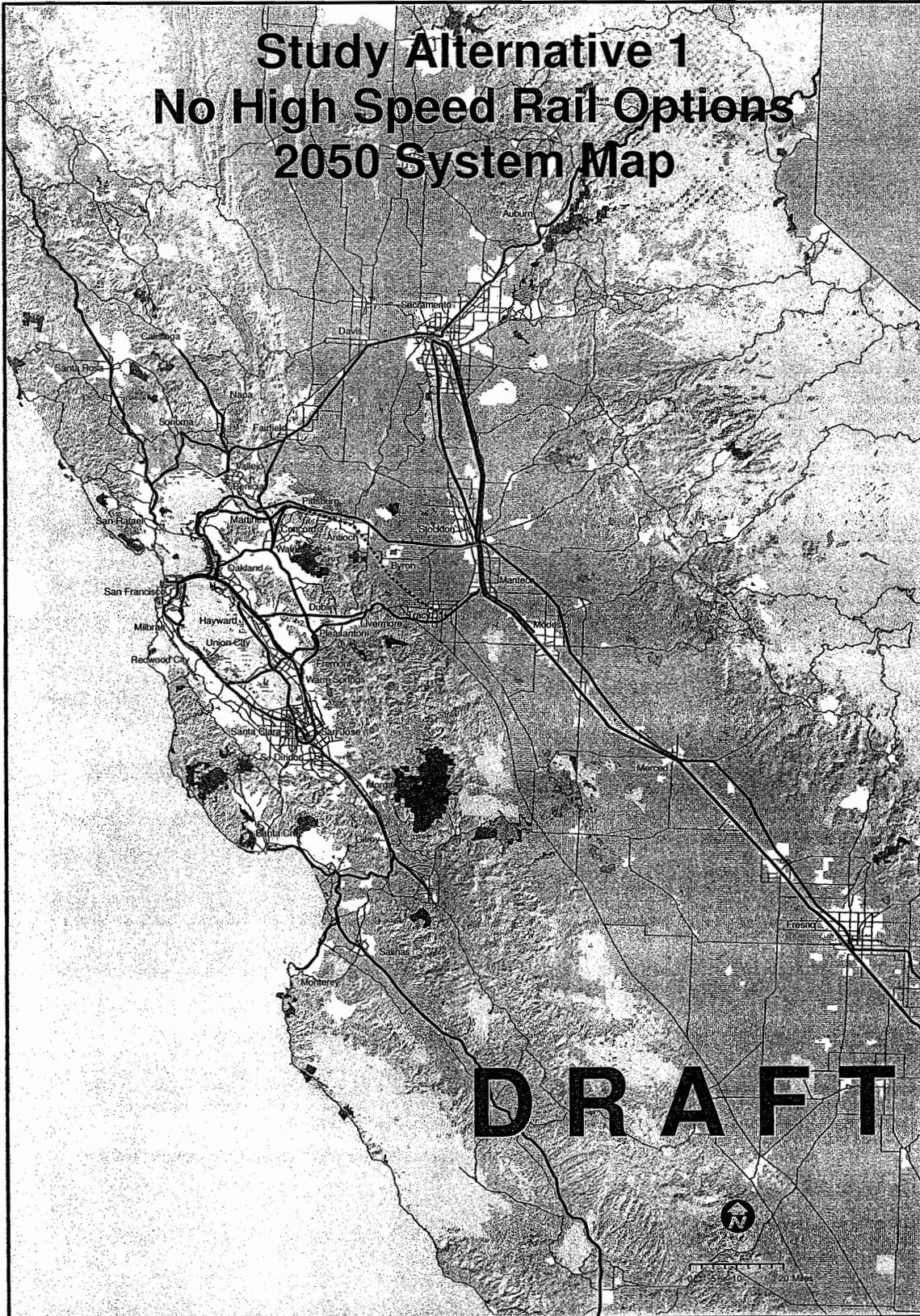
STUDY ALTERNATIVE 11

Year 2050 Rail Network
High Speed Rail Entry from East
Option 5 – via Tri-Valley UPRR Alignment
With
New Dumbarton Rail Tunnel Bay Crossing
Redwood City – San Francisco Peninsula Line
San Jose – Oakland East Bay Line

STUDY ALTERNATIVE 12

Year 2050 Rail Network
High Speed Rail Entry from East
Option 6 – via Tri-Valley UPRR Alignment
With
New Dumbarton Mid-Level Bridge Bay Crossing
Redwood City – San Francisco Peninsula Line
San Jose – Oakland East Bay Line

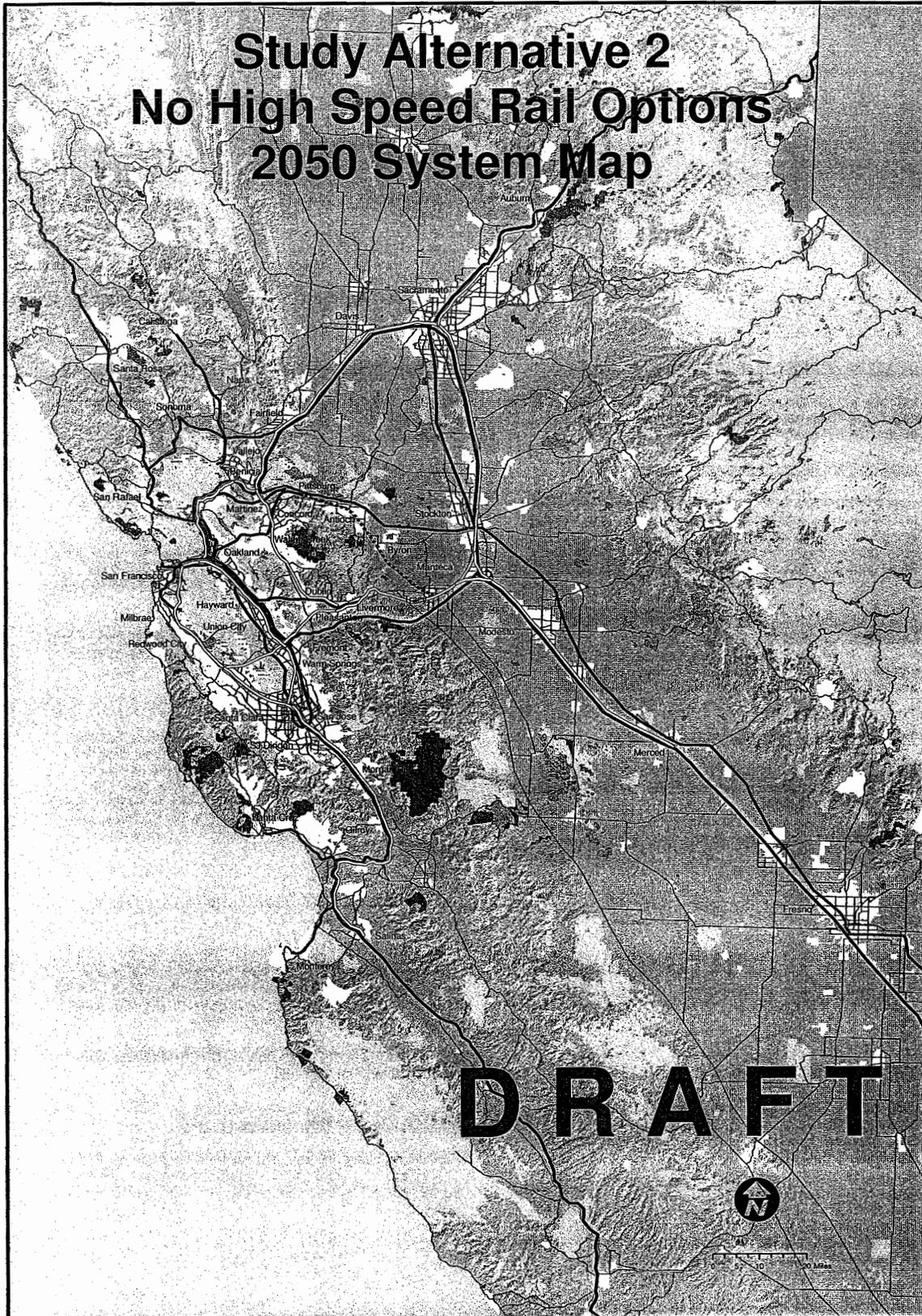
Study Alternative 1 No High Speed Rail Options 2050 System Map



Legend

- | | |
|--|--------------------|
| | Federal Lands |
| | Park Areas |
| | Conservation Areas |
| | |
| | |
| | |

Study Alternative 2 No High Speed Rail Options 2050 System Map

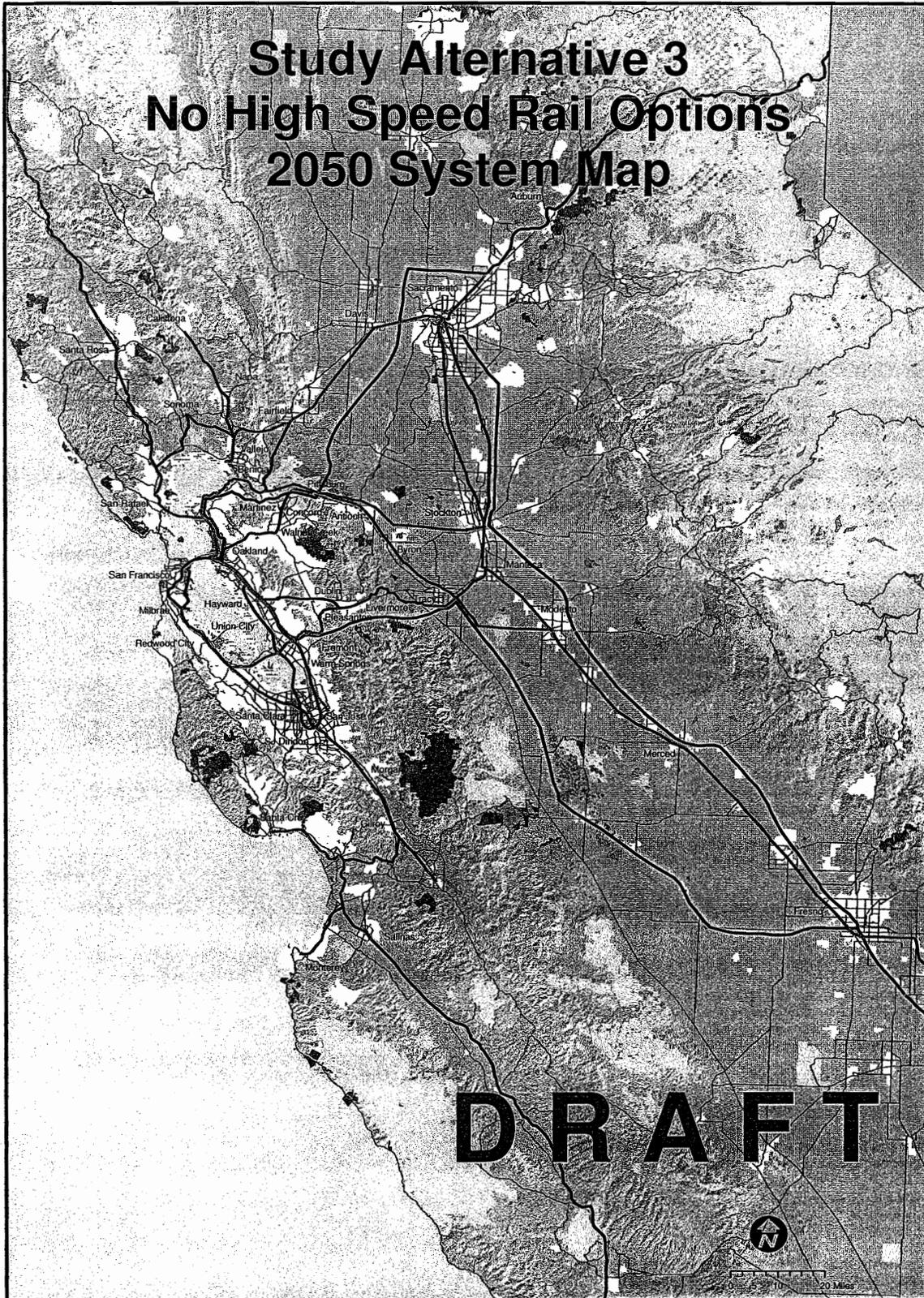


DRAFT

Legend

-  HSR only, light weight equipment, double track, fully grade separated
-  Regional Passenger Rail, light weight, fully grade separated
-  HSR with Regional Passenger Rail
-  Freight/Regional Rail
-  Predominantly freight, standard equipment
-  BART
-  Federal Lands
-  Park Areas
-  Conservation Areas

Study Alternative 3 No High Speed Rail Options 2050 System Map



Legend

- | | |
|---|--------------------|
| HSR only, light weight equipment, double track, fully grade separated | Federal Lands |
| Regional Passenger Rail, light weight, fully grade separated | Park Areas |
| HSR with Regional Passenger Rail | Conservation Areas |
| Freight/Regional Rail | |
| Predominantly freight, standard equipment | |
| BART | |

Study Alternative 4 High Speed Rail Southern Approach - Option 1 2050 System Map



Legend

- | | |
|---|--------------------|
| HSR only, light weight equipment, double track, fully grade separated | Federal Lands |
| Regional Passenger Rail, light weight, fully grade separated | Park Areas |
| HSR with Regional Passenger Rail | Conservation Areas |
| Freight/Regional Rail | |
| Predominantly freight, standard equipment | |
| BART | |

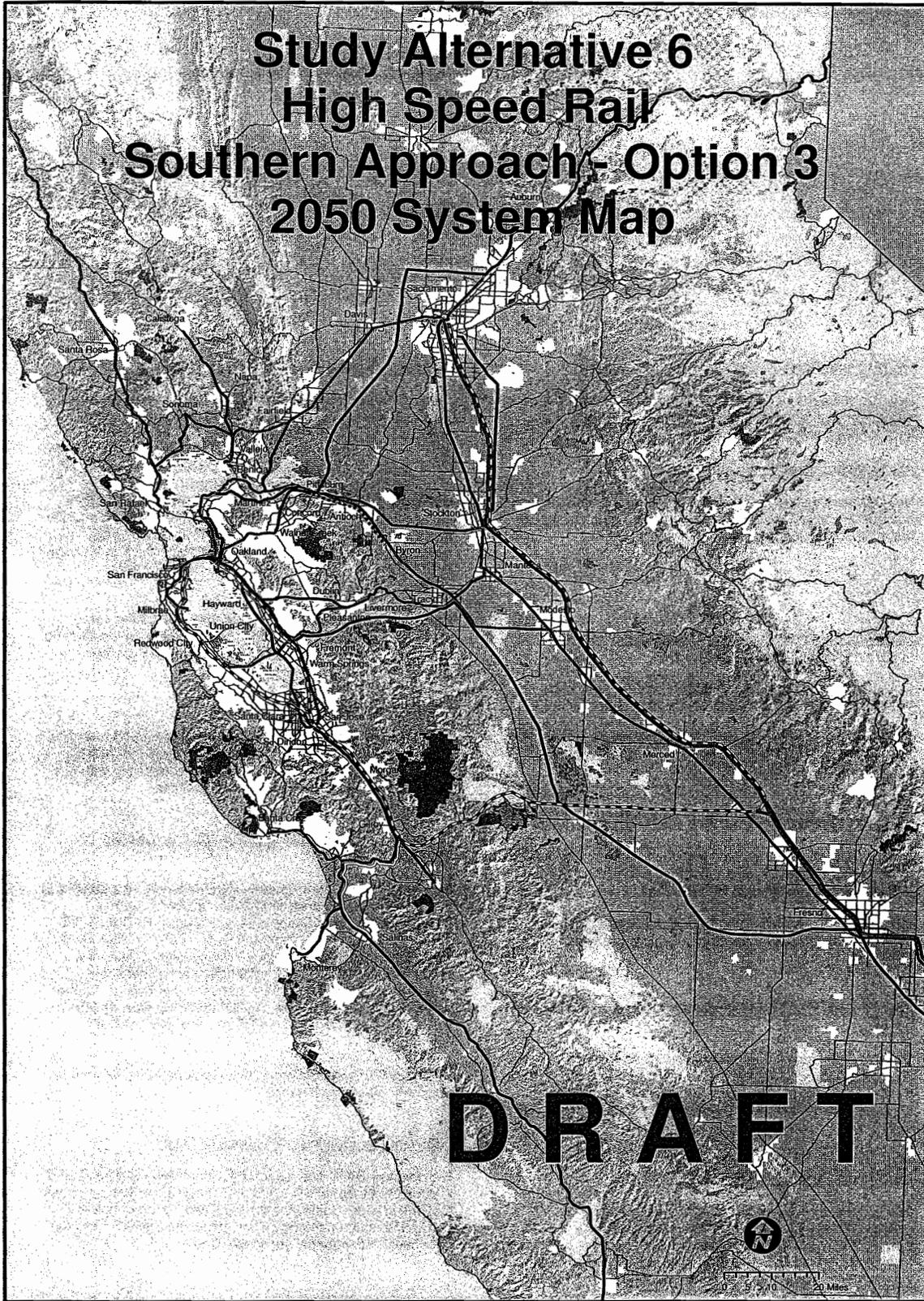
Study Alternative 5 High Speed Rail Southern Approach - Option 2 2050 System Map



Legend

- | | |
|--|--------------------|
| | Federal Lands |
| | Park Areas |
| | Conservation Areas |
| | |
| | |
| | |

Study Alternative 6 High Speed Rail Southern Approach - Option 3 2050 System Map



Legend

- | | |
|---|--|
|  HSR only, light weight equipment, double track, fully grade separated |  Federal Lands |
|  Regional Passenger Rail, light weight, fully grade separated |  Park Areas |
|  HSR with Regional Passenger Rail |  Conservation Areas |
|  Freight/Regional Rail | |
|  Predominantly freight, standard equipment | |
|  BART | |

Study Alternative 7 High Speed Rail Eastern Approach - Option 1 2050 System Map



Legend

- | | |
|---|--------------------|
| HSR only, light weight equipment, double track, fully grade separated | Federal Lands |
| Regional Passenger Rail, light weight, fully grade separated | Park Areas |
| HSR with Regional Passenger Rail | Conservation Areas |
| Freight/Regional Rail | |
| Predominantly freight, standard equipment | |
| BART | |

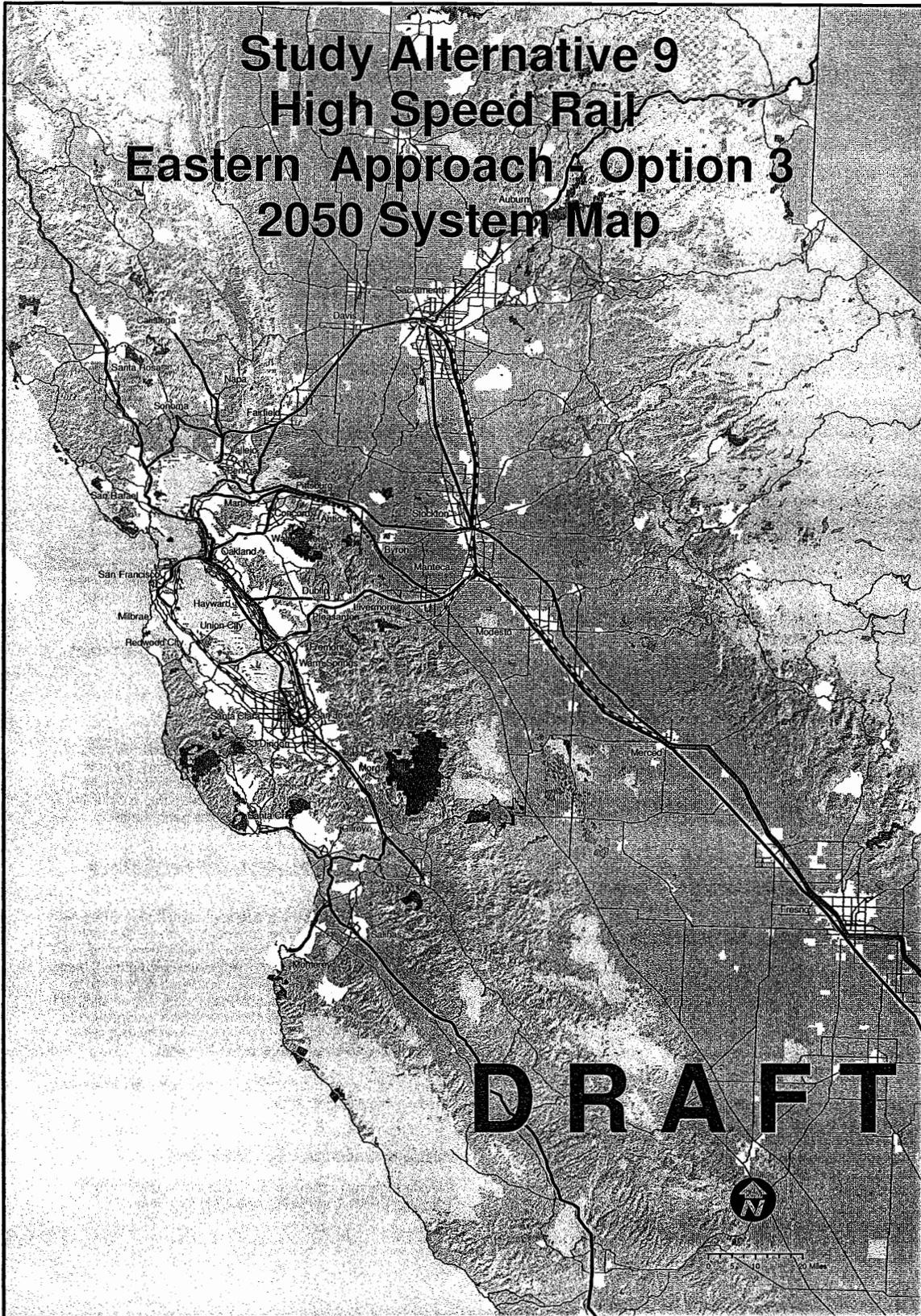
Study Alternative 8 High Speed Rail Eastern Approach - Option 2 2050 System Map



Legend

- | | |
|---|--------------------|
| HSR only, light weight equipment, double track, fully grade separated | Federal Lands |
| Regional Passenger Rail, light weight, fully grade separated | Park Areas |
| HSR with Regional Passenger Rail | Conservation Areas |
| Freight/Regional Rail | |
| Predominantly freight, standard equipment | |
| BART | |

Study Alternative 9 High Speed Rail Eastern Approach - Option 3 2050 System Map

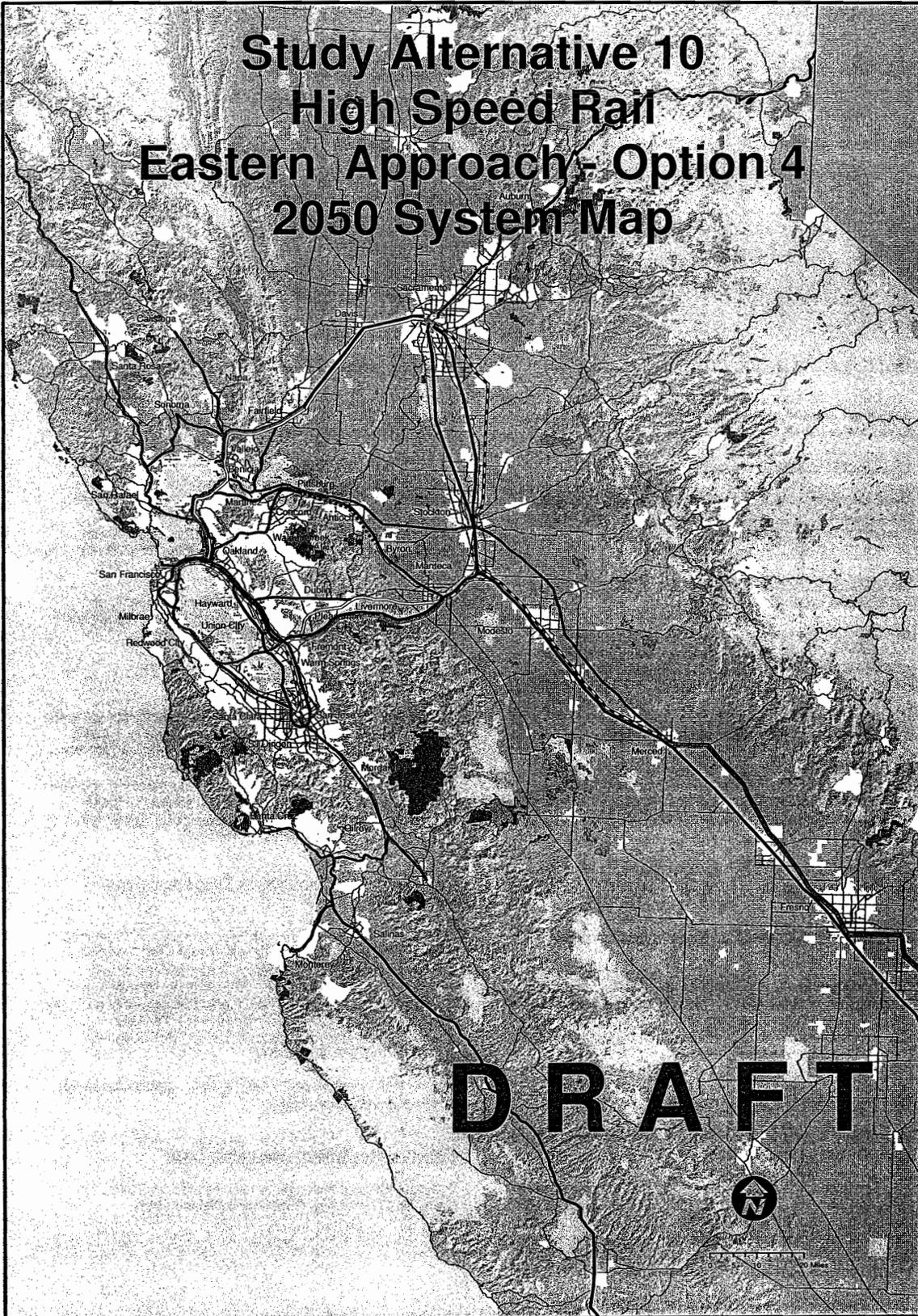


Legend

-  HSR only, light weight equipment, double track, fully grade separated
-  Regional Passenger Rail, light weight, fully grade separated
-  HSR with Regional Passenger Rail
-  Freight/Regional Rail
-  Predominantly freight, standard equipment
-  BART

-  Federal Lands
-  Park Areas
-  Conservation Areas

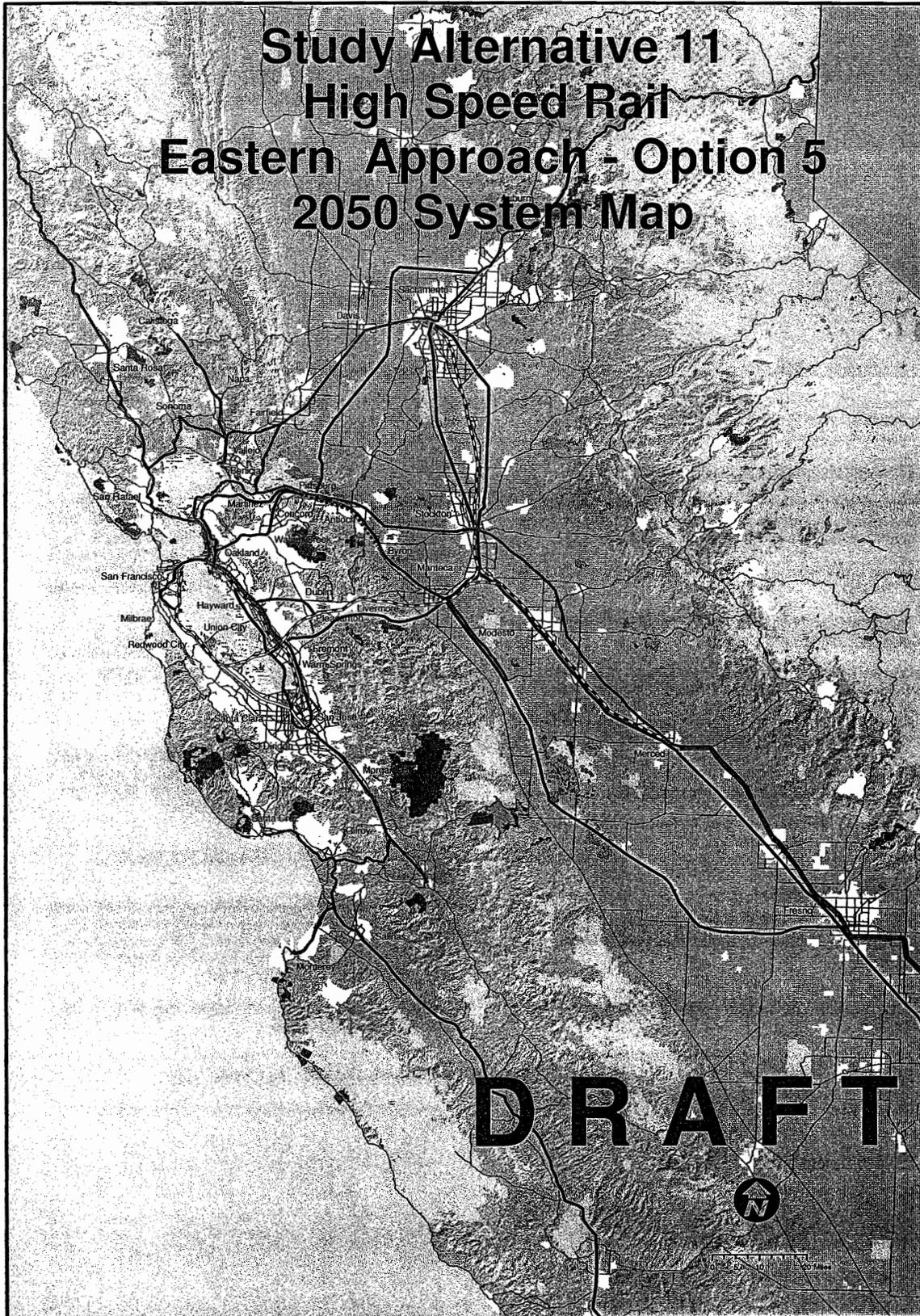
Study Alternative 10 High Speed Rail Eastern Approach - Option 4 2050 System Map



Legend

- | | |
|---|--|
|  HSR only, light weight equipment, double track, fully grade separated |  Federal Lands |
|  Regional Passenger Rail, light weight, fully grade separated |  Park Areas |
|  HSR with Regional Passenger Rail |  Conservation Areas |
|  Freight/Regional Rail | |
|  Predominantly freight, standard equipment | |
|  BART | |

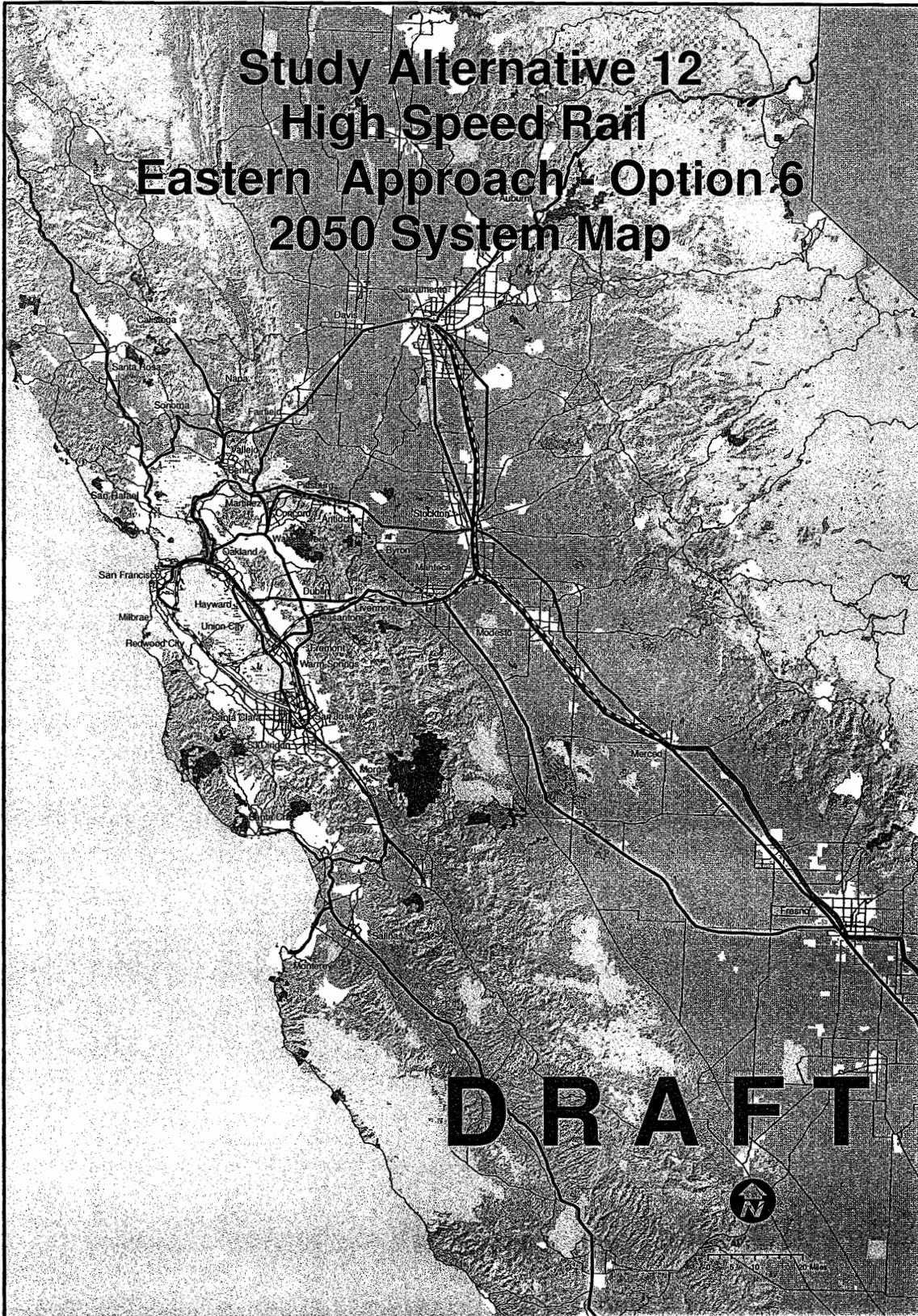
Study Alternative 11 High Speed Rail Eastern Approach - Option 5 2050 System Map



Legend

-  HSR only, light weight equipment, double track, fully grade separated
-  Regional Passenger Rail, light weight, fully grade separated
-  HSR with Regional Passenger Rail
-  Freight/Regional Rail
-  Predominantly freight, standard equipment
-  BART
-  Federal Lands
-  Park Areas
-  Conservation Areas

Study Alternative 12 High Speed Rail Eastern Approach - Option 6 2050 System Map



Legend

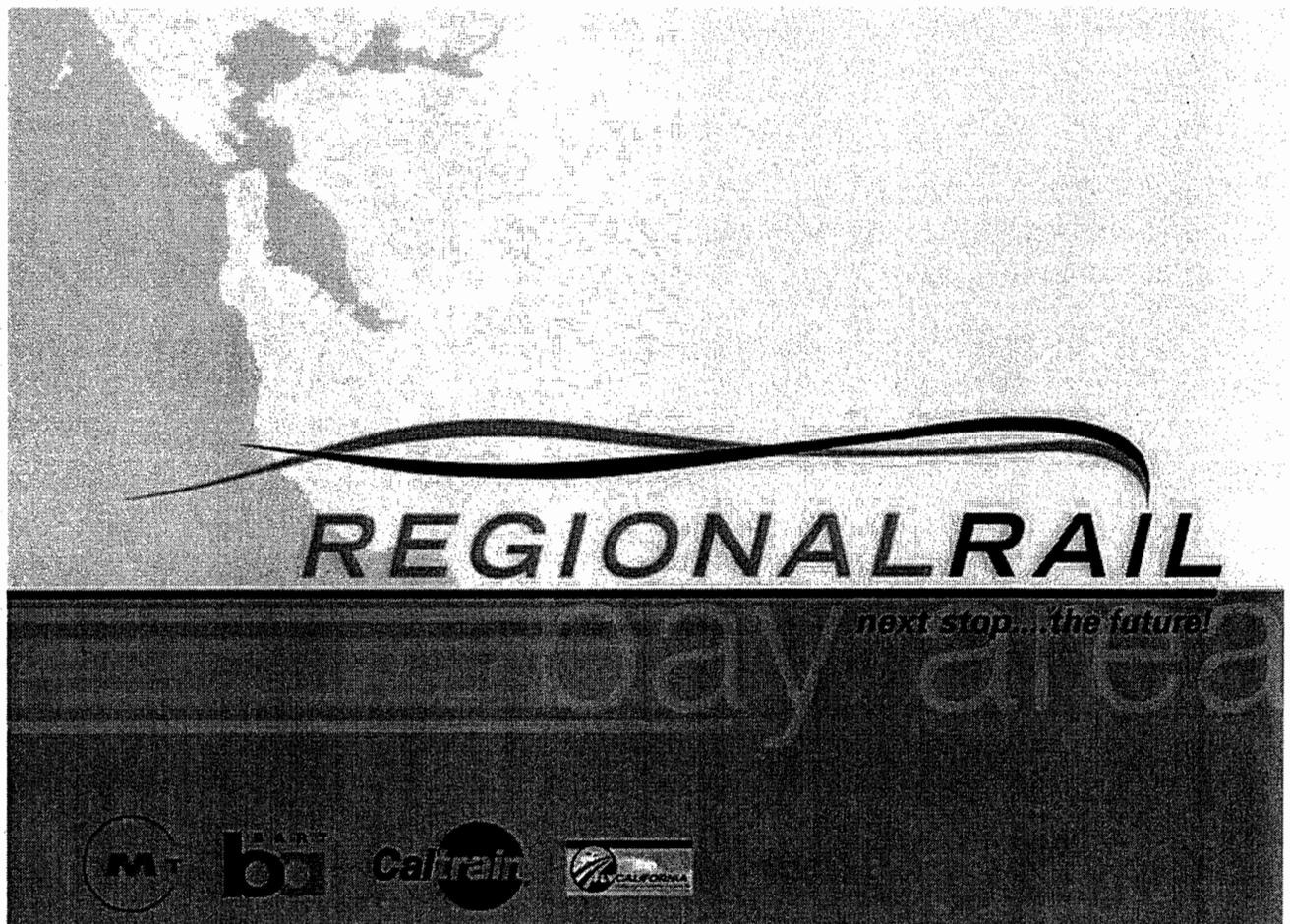
- HSR only, light weight equipment, double track, fully grade separated
- Regional Passenger Rail, light weight, fully grade separated
- HSR with Regional Passenger Rail
- Freight/Regional Rail
- Predominantly freight, standard equipment
- BART

- Federal Lands
- Park Areas
- Conservation Areas

BAY AREA REGIONAL RAIL PLAN CONCEPTUAL ALTERNATIVES TASK

DRAFT

Technical Memorandum 2.b
**Methodology for Development of Systemwide
Study Alternatives**



May 3, 2006

INTRODUCTION

The purpose of this memo is to present the proposed methodology for combining the initial list of options assembled from the outreach and initial planning efforts into a set of systemwide Study Alternatives.

The Regional Rail Project Team, with representatives from the Metropolitan Transportation Commission (MTC), Bay Area Rapid Transit District (BART), Caltrain, and the California High Speed Rail Authority (CHSRA), has concluded a round of public workshops throughout Northern California to obtain input on provisions of the Regional Rail Plan.

In addition, the Earth Tech / KORVE consultant team has conducted a week-long planning charrette which included representatives from regional transportation planning entities, transit service providers, and a focus group of interested parties.

As a result of these outreach efforts, and with input from the Project Team and Consultant Team, a long list of potential services options, route alignments, stations and intermodal facilities has been assembled.

Through this process, a wide range of thematic considerations and questions has emerged...

- Can passenger and freight continue to be served on the same system?
- How will the rail system accommodate the very large increases projected for freight movement?
- What type of service should BART technology be used to provide in the ultimate regional system?
- How will High Speed Rail routes integrate in corridors with existing and proposed services?

In addition, comments were received regarding the study approach and work plan, specifically:

- It was noted that the study provides an opportunity to look at the BART system in a visionary way, in the manner which was accomplished when the first system plan was put together
- Concern was expressed regarding how alternatives were to be fashioned given the nearly limitless combinations of options in play in various areas of the very large study area
- It was recognized that land use is key factor driving transportation choices; how would the study process address this key element?
- High Speed Rail staff indicated that they did not believe it would be appropriate to screen down the numerous potential combinations of line segments for entry into and service to the Bay Area into one or two options for alternatives which enter from the east

In response to these issues, concerns and considerations, it is proposed that a thematic approach be used to formulate alternative visions for the various services and plan elements,

and that these visions be utilized to guide the selection of Study Alternatives incorporating the various alignment, stations and services proposals.

In accordance with this approach for conducting Phase 1 of the Regional Rail study, candidate options for rail service will not be formally evaluated and screened; rather, efforts will be made to develop an inclusive set of Study Alternatives that generally encompass the options identified to date, using alternative vision statements to guide the formulation of the various alternatives.

STUDY THEMES

There are five major elements at the core of the Regional Rail Study:

- BART;
- Railroad-based Regional Passenger Services, e.g., Capitol Corridor, Caltrain, ACE, etc.;
- High Speed Rail;
- Accommodation of increased rail freight movements due to economic growth;

And,

- Long term land use including the impact of “smart growth” policies.

For each of these elements, a range of ideas has emerged, as noted below:

Regional Transit / BART

Should BART focus on Core Capacity? Should BART continue to work towards the vision provided in the initial system plan with service to the entire Bay Area? Should BART become more like a true mass transit operation with more frequently spaced local stops and express trains serving selected major stations?

Railroad-Based Regional Passenger Services

To what extent should regional rail services continue to rely upon and make capacity and operational improvements to existing freight railroads? Should the Bay Area plan for and develop a new railroad-based passenger system separate from freight operations and lines?

High Speed Rail

If new high speed lines are developed to connect the existing major regional centers with a statewide service, what opportunities for “overlay services” – regional services using compatible equipment with additional stations, track and other facilities as necessary – to operate in conjunction with the statewide service plan?

Freight Movements

Can the freight railroads accommodate the increases in traffic, especially those associated with the growth in world trade, and still continue to support passenger operation? Can trains be dispatched more efficiently to allow for expansion of passenger services? Can abandoned or

underutilized lines be improved and used to provide the network capacity to serve future freight and passenger traffic?

Land Use

Do passenger lines serve current and future population centers? Are proposed rail improvements appropriate for current and proposed land uses? What benefits would accrue either in terms of increased ridership or less investment to serve demands with ambitious "smart growth" policies?

STUDY PROCESS

In order to engage the big picture, thematic concerns and considerations, while at the same time reflecting the most inclusive range in alignment, station and services options, a planning process that includes five major steps is proposed as outlined below:

1. Each of the separate systems (BART, High Speed Rail, Railroad-based Passenger Services and Goods Movement) will be reviewed and a series of Vision Statements will be developed – Vision Statements are framed to provide thematic descriptions of the range of options assembled in the outreach and initial identification of alternatives process.
2. The Vision Statements are evaluated in relationship to each other resulting in the identification of compatible (vs. incompatible) themes that could be used to develop systemwide networks from the long list of network options.
3. Principal corridors will be defined within the Northern California study area and a series of corridor-by-corridor "Building Blocks" will be defined. The "Building Blocks" options for each corridor identify consistent treatment of all of the systems (BART, High Speed Rail, Railroad-based Passenger Services and Goods Movement) using compatible Vision Statements, as identified in Step 2.
4. Study Alternatives that do not include HSR will be assembled using the "Building Block" options that are based upon compatible Vision Statements. As presented in this methodology, there will be three such resulting systemwide Study Alternatives, plus the base case or "No Project" alternative that includes MTC's Regional Transit Expansion Program (MTC Resolution 3434). In corridors where there are fewer than three distinctly different Building Block options, the most appropriate Building Blocks will be assembled consistent with the remainder of the particular Study Alternative.
5. In accordance with the request from California High Speed Rail Authority not to screen out potentially viable HSR links at this point in the planning process, a series of HSR alternatives which jointly encompass all of the most likely combinations of links serving the three major centers (San Francisco, Oakland and San Jose) will be identified as the basis for Study Alternatives with HSR. As presented in this methodology, there will be nine such alternatives.

Using the overall approach described above, corridor-level options and alignment sub-options will be carried forward for more detailed analysis amongst the resulting Study Alternatives (nine HSR alternatives and three non-HSR alternatives, plus a Base Case). Refinements to the Study

Alternatives will be accomplished based upon inputs from the Steering Committee, public meetings, stakeholders and other interested parties.

Following full technical analysis of the Study Alternatives versus the Base Case, the study would designate the most promising systemwide alternatives both for scenarios without High Speed Rail as well as for scenarios which include High Speed Rail either from the East or South. At this point in time, detailed cost, travel time, and impact information for alignment and stations on a corridor-by-corridor basis will be available allowing for further refinement of plan options, including "mixing and matching" portions of the Study Alternatives to develop three recommended alternatives for the "HSR – South Entry", "HSR – East Entry" and "No HSR" outcomes.

Evaluation of the travel performance, cost and impacts of the System Alternatives at the two outside horizon years (2030 and 2040/50) would be used to distinguish the Year 2030 plan from the Year 2050 plan based upon corridor-level analysis and phasing considerations; The Year 2030 plan would be developed building upon the Resolution 3434 network with additional improvements consistent with the ultimate network.

DEFINING SYSTEM ALTERNATIVES – STEP 1: VISION STATEMENTS

The previously-noted study themes have been distilled into sets of three alternative "Vision Statements" for each of the principal services for which planning is proceeding, as presented below. The Vision Statements are intended to describe significantly different thematic approaches to development of each of the services within the Study Alternatives.

BART

1. BART is extended and expanded beyond the Resolution 3434 base case to become a system providing regional service throughout the Bay Area counties similar to the original BART plan.
2. BART is not extended but infill stations are constructed and service is concentrated to provide mass transit service in dense areas with express service and/or skip stop service being used to provide adequate travel times for longer length trips.
3. The BART system remains largely as is, with improvements focused on core capacity needs; alternative technologies are used to extend coverage except where short extensions of the BART technology would provide the most beneficial solution.

Railroad-Based Passenger Services

1. Rail is upgraded to ultimately provide 115 mph service operating throughout the region on separate electrified grade-separated trackage along principal line segments; passenger service is withdrawn from existing freight tracks along principal lines thereby improving capacity for goods movement. On selected dedicated passenger trackage, a mix of FRA-compliant and FRA non-compliant equipment is allowed thereby providing access to major population centers for high speed rail non-compliant equipment.
2. Appropriate capacity and operational improvements including signaling, passing tracks and/or multi-tracking and route realignments are constructed along shared lines to accommodate the projected increase in combined passenger and freight demand in

shared freight / passenger corridors using FRA-compliant equipment with higher speeds. High speed rail, if present, would be on separate trackage using non-FRA compliant equipment.

3. A hybrid strategy is pursued in which the rail solution is selected on a corridor-by-corridor basis to select the most appropriate vehicle technology and running way treatment with consideration for adjacent corridors and other systems (e.g., BART and High Speed Rail) so that a consistent, workable systemwide plan results.

Freight

1. Future freight movements are dispatched by freight railroads consistent with existing practices and improvements are made to existing freight lines to accommodate traffic growth.
2. Future freight movements are dispatched to optimize the utilization of regional rail infrastructure and improvements are made within existing rights of way to accommodate traffic growth needs (consistent with the existing industry practice of inter-railroad "haulage agreements").
3. Portions of the regional rail system are consolidated under public ownership and future freight movements are controlled from a consolidated passenger – freight dispatch center hands off freight trains to the private railroads at selected points of connection. Improvements are made both within existing rights of way as well as along other available rights of way to accommodate traffic growth. Freight traffic is routed away from major urban areas where feasible.

High Speed Rail

As noted previously, High Speed Rail staff has requested that the study provide analysis capable of analyzing a large number of combinations line segments to service the three major centers in the Bay Area. In addition, as the focus of the study is provision of regional passenger services, the study needs to identify and evaluate the opportunities for overlay services along potential High Speed Rail lines. Accordingly, the following approach will be used for study of High Speed Rail options:

1. Options will be developed that will provide service to all three of the major Bay Area population centers (Oakland, San Francisco and San Jose). Combinations of links within the inner Bay Area that serve these destinations will not be screened but will be used to define a series of alternatives for further study based around the high speed rail definition paired with the most consistent corridor-specific treatment for BART and railroad services.
2. There are two alignment options for entry into the Bay Area from the south, one south of Merced (via Henry Miller Road) and one north of Merced (GEA North), both following SR-152 through the Pacheco Pass to the Caltrain/UPRR right-of-way south of Gilroy.
3. Efforts accomplished to date in the present study has resulted in the identification of three major alternatives for entry into the Bay Area from the east, one via I-580, one via the UPRR Oakland Subdivision right-of-way, and one via Patterson Pass to south of the developed areas of Livermore and Pleasanton.

4. For Central Valley options, the following alignment options will be investigated – the UPRR alignment between Sacramento and Fresno, the CCT alignment between Sacramento and Stockton, and the BNSF alignment between Stockton and Fresno. A new alignment bypass just east of Stockton and Lodi will also be considered for express services.
5. High Speed Rail planning efforts have included consideration for development of regional “overlay” services using the high-speed statewide infrastructure with additional investments in facilities and compatible rolling stock necessary to support all of the proposed services. As High Speed Rail development would result in a major infrastructure investment, the Regional Rail study will identify and evaluate options for providing overlay services with High Speed Rail lines where such services appear to be promising.

Land Use

Analysis of land use within the study area has identified three significantly different patterns of development that are prevalent. Development patterns within the various identified corridors (which are identified further on in this methodology) exhibit traits of one or more of these patterns and the interplay of these patterns in concert with underlying economic factors and land use policies helps define future development potentials. These options are described as follows (refer to the Regional Rail Economic/Land Use Outlook White Paper for specifics):

1. Urban Infill “Core” Development – Reflects concentration of growth within existing urban areas by focusing growth on vacant or underutilized lands. The fulfillment of this scenario is largely contingent on the employment and land use outlooks for the Inner Bay Area.
2. Urban-Suburban “Hub and Spoke” Development – Even with policies encouraging urban infill, future development will to some degree reflect continued suburbanization within the overall study area. Hub and spoke development is reflected by further development of residential-intensive communities surrounding the inner Bay Area.
3. Regional “Web” Development – Growth of outlying areas serving clusters of employment and housing tied to local industry geography.

The intention of the transportation planning process is to develop rail solutions which are consistent with the predominant land use patterns and current federal, regional and local transit investment policies to maximize the linkage between land use and transportation. These policies will provide a framework for the development of evaluation criteria, project priority and/or selection thresholds as part of the implementation for the regional rail plan.

DEFINING STUDY ALTERNATIVES – STEP 2: COMPATIBLE THEMES

Among the nine vision statements for the three principal passenger systems and freight, there are a total of 27 possible combinations and the multiplicity of the High Speed Rail network combinations increases the complexity by an order of magnitude. However, certain theme combinations are more internally consistent than others. For example, with no High Speed Rail network, either BART or Railroad Services could evolve to become the principal regional carrier. Alternatively, in corridors where a major investment is made in a High Speed Rail link, investment in a competing railroad-based passenger service or major new BART line may not be cost-effective compared to making an incremental investment to provide overlay regional services along the High Speed Rail line.

As described on pages 4 and 5, there are three alternative visions each for BART and Railroad services. However BART Vision #1 (BART expands to provide regional coverage) conflicts with Rail Vision #1 (develop new separate regional passenger rail network) whereas BART Vision #2 (BART as mass transit provider) is compatible with Rail Vision #1 and vice versa. In addition, BART Vision #3 (focus on core capacity and operations rather than expansion of coverage) is compatible with Rail Vision #3 (use wide mix of strategies to develop new railroad-based services) so it would make sense for planning purposes to pair up these combinations of strategies resulting in three Study Alternatives inclusive of the BART and Railroad visions.

It is also possible to match up the three alternative freight services visions with the above three combinations. For example, Freight Vision #1 (continuation of existing practices) is compatible with Rail Vision #1 (development of separate passenger lines) because with separate passenger lines there would be no need to alter freight handling operations solely to accommodate regional passenger rail. Likewise, pursuit of Rail Vision #2 (expansion of passenger operations shared with freight) will most likely require changes in operating practices at least to the extent implied in Freight Vision #2 (haulage agreements to optimize flows) in order to maximize the public investments in capacity and operational improvements. Finally, Freight Vision #3 (with development of new freight by-pass lines to move traffic more efficiently and away from the urban centers) is compatible with Rail Vision #3 in which a wide range of strategies is adopted on a corridor-by-corridor basis to expand rail services and freight capacity. In this context, the nine separate Vision Statements for BART, Railroad-based Passenger Services and Freight can be combined into three consistent and distinct themes as summarized in Table 1.

Table 1
Regional Rail Alternatives with Alternative BART, Railroad-Based Services and Freight Visions
(No High Speed Rail)

	Alternative 1	Alternative 2	Alternative 3
BART	<ul style="list-style-type: none"> BART system is expanded to provide regional coverage (BART Vision #1) 	<ul style="list-style-type: none"> BART system provides more dense service in urban areas and express service in outlying areas (BART Vision #2) 	<ul style="list-style-type: none"> BART focuses on addressing core capacity issues; extensions are limited to those needed for improved connectivity (BART Vision #3)
Railroad Services	<ul style="list-style-type: none"> Passenger services are expanded along lines shared with freight traffic (Rail Vision #2) 	<ul style="list-style-type: none"> New higher speed passenger railroad lines are developed to handle regional passenger flows (Rail Vision #1) 	<ul style="list-style-type: none"> Railroad services are expanded in a hybrid fashion using corridor-specific technologies and operating plans (Rail Vision #3)
Freight	<ul style="list-style-type: none"> Freight movements are dispatched to optimize the utilization of regional rail infrastructure; improvements are made within existing rights of way to accommodate traffic growth needs (Freight Vision #2) 	<ul style="list-style-type: none"> Freight movements are dispatched similar to existing practices; investments are made to existing freight principal lines to accommodate goods movement (Freight Vision #1) 	<ul style="list-style-type: none"> Portions of the regional rail system are improved under public ownership with consolidated dispatching; freight by-pass lines are developed to route freight traffic away from major urban areas where feasible. (Freight Vision #3)

DEFINING STUDY ALTERNATIVES – STEP 3: PRINCIPAL CORRIDORS

In order to facilitate the assembly of System Alternatives the Regional Rail study area has been divided up into corridors. Within each corridor, the intention is to develop alternative packages or “Building Blocks” composed of consistent alignment and station options to support all of the proposed services. The Building Blocks can then be combined at the outset of the technical analysis in various ways to result in consistent System Alternatives and could also potentially be “mixed and matched” based upon the results of the analysis to refine the recommended alternatives.

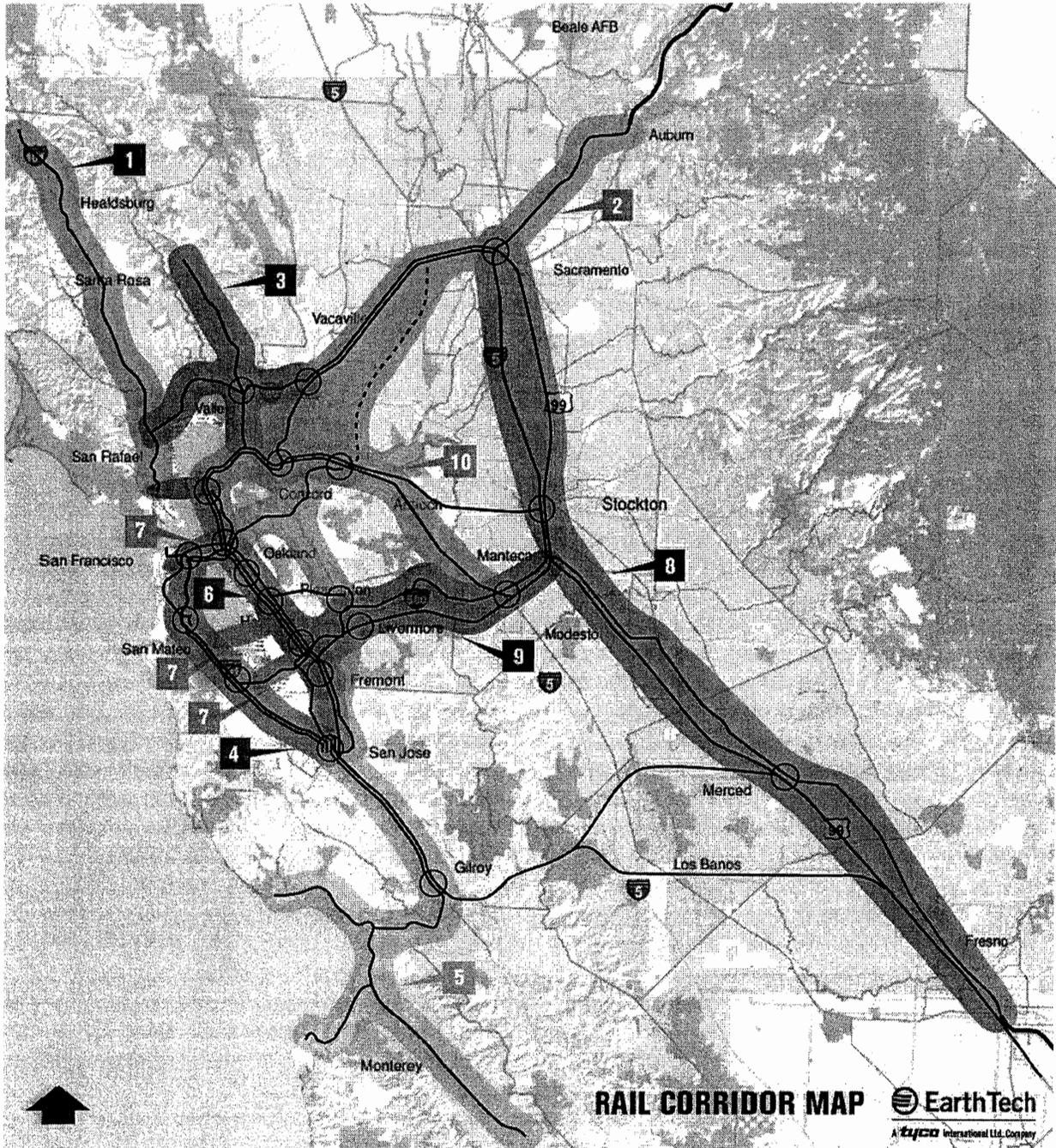
Corridors have been defined as areas connecting between major population centers where a substantial portion of the trunk travel within the corridor is longitudinally along the defined route. To the extent possible, corridors defined in this process are geographically distinct; however, they may overlap at major regional centers, in which case some of the corridor rail infrastructure may be shared between services serving multiple corridors. For the purpose of this planning process, corridors may also terminate at a junction along another corridor of greater extent.

Within the overall Northern California planning area bounded by Cloverdale and Auburn to the northwest and northeast and by Monterey and Merced to the southwest and southeast there are numerous distinct transportation corridors. However, given that the rail plan is centered on the Bay Area, all of the regional services and options identified to date can be defined in terms of ten corridors (Figure 1), as identified below:

1. US 101 North – Extends along the route of US 101 and the Northwest Pacific from Cloverdale to San Francisco
2. I-80 – Extends along the Capitol Corridor and Interstate 80 from Auburn to Oakland
3. North Bay – Infill corridor north of San Pablo Bay and Strait connecting between the US 101 North and I-80 corridors (cities of Petaluma-Novato-San Rafael to cities of Fairfield-Vallejo-Richmond); includes east-west travel parallel to I-580, Route 37 and Routes 121-12-116 as well as north-south travel between Vallejo and Napa
4. Peninsula – Extends along Caltrain and US 101 from San Francisco to San Jose
5. South Counties – Extends along US 101 and Route 1 south from San Jose to Monterey-Salinas and also along the coast to Santa Cruz
6. East Bay – Extends along the Capitol Corridor and Interstate 880 from Oakland to San Jose
7. Transbay – Infill corridor connecting the Peninsula cities with East Bay cities across San Francisco Bay; for the purpose of the study options will be separately identified in the Oakland – San Francisco section and in the Dumbarton crossing location¹
8. Central Valley – Extends along the UPRR and BNSF central valley lines and Interstate 5 and Highway 99 from Auburn-Sacramento to Merced-Fresno

¹ The provision of rail service in the Highway 92 corridor was studied and ruled out as a result of the MTC Bay Crossings Study 2000 and the San Mateo/Hayward bridge was subsequently widened.

Figure 1
Corridors Map



9. Tri-Valley – Infill corridor connecting the Central Valley corridor with the East Bay corridor; includes the UPRR and abandoned SPRR rights of way as well as Interstate 580 and Route 84; connecting Hayward-Union City-San Jose with Tracy-Merced
10. I-680 – Extends along former San Ramon Valley branch line and Interstate 680 from Fairfield to San Jose; also includes east-west connectors such as Route 4 and Highway 24 (but not I-580 which is in the Tri-Valley corridor); for the purpose of this planning effort includes service options which serve eastern Contra Costa County extending down the UPRR Tracy Subdivision “Mococo Line”

DEFINING SYSTEM ALTERNATIVES – STEP 4: BUILDING BLOCKS WITHOUT HSR

Study Alternatives for systemwide networks without High Speed Rail have been identified by adapting the themes of Alternatives 1, 2 and 3 as defined in Table 1 to each of the ten corridors. The “Base Case” or “No Project” includes the existing financially-constrained Regional Transportation Plan (RTP) and includes nine rail extensions as well as services improvements to ACE, Caltrain and the Capitol Corridor identified in MTC Resolution 3434. The nine extensions are:

1. BART/Oakland Airport Connector
2. BART/East Contra Costa Rail (eBART)
3. BART/Fremont-Warm Springs Extension
4. BART/Warm Springs-San Jose
5. MUNI/Third Street Corridor & Central Subway
6. Caltrain/Downtown San Francisco Extension & Transbay Transit Center
7. VTA/Downtown-East Valley
8. Sonoma-Marin Rail (SMART)
9. Dumbarton Bridge Rail Service

Other considerations in the development of Systemwide Alternatives include consideration for whether BART could be readily extended into the corridor (e.g., Central Valley) and whether alternative routes suitable for development of freight bypasses would be necessary and or desirable. For this reason, not all of the elements that provide the basis of each of the first three systemwide alternatives will be present in each and every corridor.

DEFINING STUDY ALTERNATIVES – STEP 5: HIGH SPEED RAIL OPTIONS

Figure 2 on the following page indicates all of the alignment and station options that are currently under consideration for the purposes of the Regional Rail Plan.

There are two options for access to the Bay Area from the South paralleling SR-152 through Pacheco Pass to Gilroy continuing on the San Jose via the Caltrain right-of-way, one via Los Banos and the other via Merced. These options had been identified prior to the inception of the Regional Rail study and will be further refined for evaluation in the Regional Rail process.

There are three identified options for High Speed Rail access to the Bay Area from the East. The I-580 and UPRR right-of-way alignments cross Altamont Pass and a third option would enter via Patterson Pass and traverse south of Livermore and Pleasanton. (There are various sub-options for alignments across the Altamont using segments of the SPRR and UPRR rights-of-way, I-580 and tunnel.) The I-580 alignment would either follow I-580 to the Oakland and

Niles Subdivisions of the UPRR near the Bayfair BART station (in which case the BART branch would be upgraded to a High Speed Rail link) or the HSR line would shift over to the UPRR right-of-way west of Livermore leaving BART intact. Both the UPRR and southern alignments would be in tunnel through the Niles Canyon area connecting to the UPRR rights-of-way near Niles Junction.

Figure 2 shows all possible station locations; however not all stations would be stops for statewide service. For example, statewide stops with access from the South would be at Gilroy and San Jose and would be at Modesto, Tracy, one Tri-Valley location and one location near Hayward, Union City or Fremont with access from the East.

Alternatives 1, 2, and 3 indicate three combinations to represent the range of options with high-speed rail entry via San Jose. With high-speed rail entry from the east, six combinations (shown as Alternatives 4-9) present an appropriate range of options.

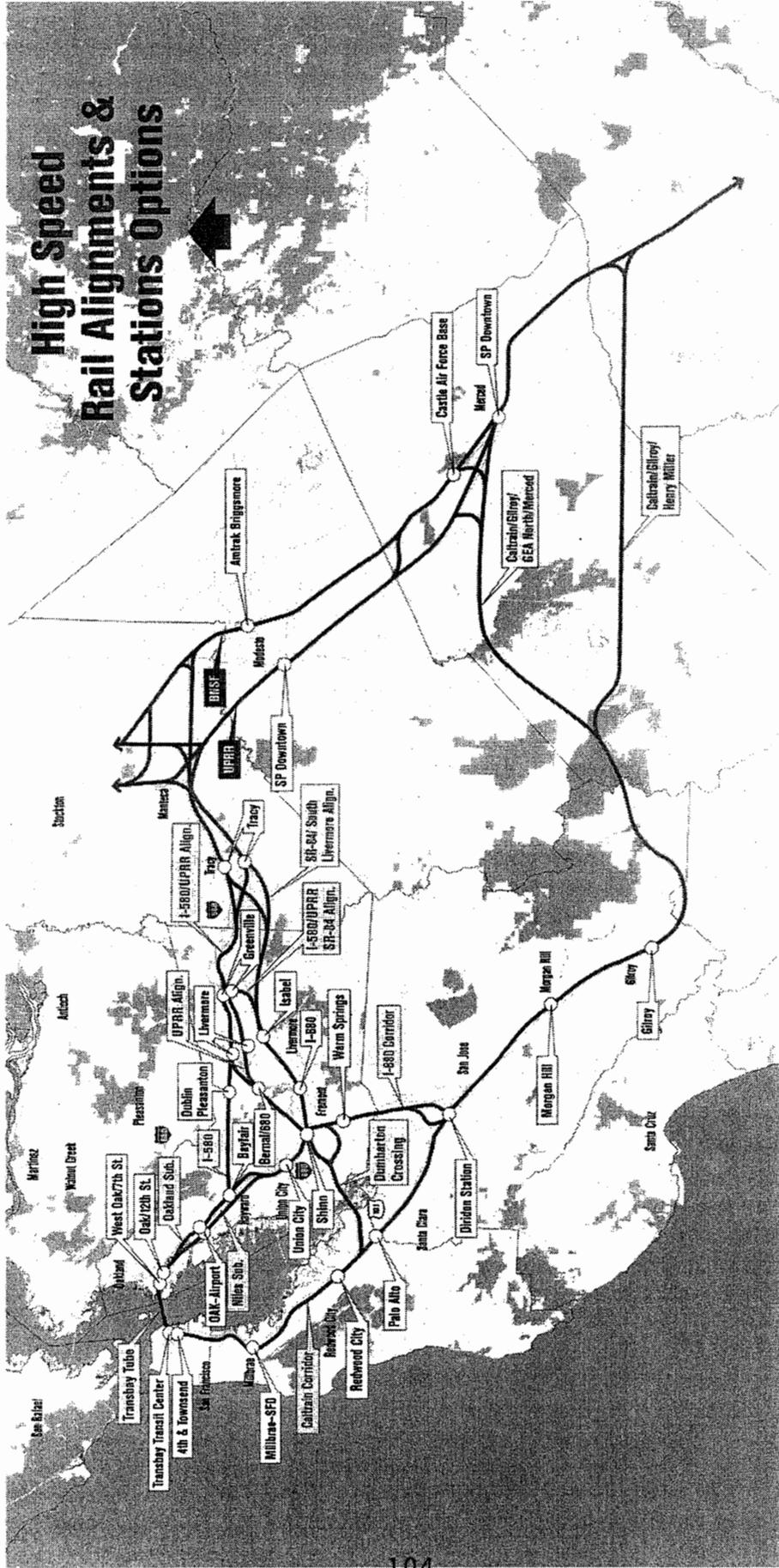
As noted previously, an HSR line could also support a regional "overlay" operation which would provide service to additional regional stops located along the high speed lines. Such local stops would typically be developed as four-track sections with a pair of outside platforms for regional trains and two express tracks (no platforms) in the center. The total extent of four-tracking required would depend upon the prevailing speed of the line for statewide service as well as the spacing and location of the overlay stops. The regional overlay services would be operated with compatible equipment but the overall travel times would be greater than statewide trains traveling along the route due to the additional stops as well as acceleration and deceleration.

As additional investment would be required to provide the infrastructure for such regional overlay services, these additional regional services need to be evaluated for cost-effectiveness. For this reason, overlay services have been indicated along various candidate links within the study area for each of the nine study alternatives with HSR.

In corridors where HSR links and overlay services are present these new lines would comprise the principal future rail investment in the corridor. The balance of the regional system has been completed by combining, on a corridor-by-corridor basis compatible "building blocks" from the three non-HSR alternatives (Alternatives 1, 2 and 3 as indicated in Table 1). The resulting Systemwide Study Alternatives therefore also indicate additional higher speed, separate regional passenger services operating with lightweight equipment, additional development of passenger corridors shared with freight, and additional freight by-pass lines matched up with the HSR route system.

Travel forecasting analysis will be accomplished to discriminate the performance of each of the twelve Systemwide Study Alternatives using a Year 2040/50 land use, in comparison to the financially-constrained Base Network. Analysis of the overall performance versus cost of each of the principal lines will be used to develop recommendations for lines and services which would be included in the long range regional rail plan. At this point there would be an opportunity to "mix and match" the best combination of services resulting in regional rail plans compatible with HSR options entering the Bay Area from either the South or East as well as with no HSR.

Figure 2
High Speed Rail Alignments & Station Options



SUMMARY

In summary, utilizing this methodology as a basis, the following twelve Systemwide Alternatives will be developed (all alternatives will be compared against the "No Project" option previously described):

Systemwide Alternatives 1 – 3 Without High Speed Rail

- One emphasizing BART Regional Expansion coupled with Railroad Services Shared with Freight
- One emphasizing BART Mass Transit coupled with development of Separate Lightweight Rail Network
- One emphasizing BART Core Capacity improvements, with corridor-specific Railroad treatments and including use of freight by-passes

Systemwide Alternatives 4 – 6 High Speed Rail Entering from South via San Jose

- Three different combinations of regional rail and HSR rail services from San Jose to San Francisco & Oakland

Systemwide Alternatives 7 – 9 High Speed Rail Entering from East via Tri Valley

- One via Altamont Pass generally following existing UPRR corridor (with tunneling and re-alignment suitable for high speed operation)
- One via Altamont Pass generally following I-580
- One via Patterson Pass immediately south of developed areas of Livermore and Pleasanton

Systemwide Alternatives 10 – 12 High Speed Rail Entering from East via Tri Valley

- Three additional combinations of linkages to provide access to Oakland, San Francisco and San Jose from the east

Included among the various High Speed Rail options will be variations including either a bridge or tunnel at the Dumbarton crossing and/or a new San Francisco – Oakland rail tunnel.

THIS PAGE INTENTIONALLY LEFT BLANK

**STA Staff's Preliminary Comments on Bay Area Regional Rail Plan Alternatives
5-17-06 Draft**

The Solano Transportation Authority (STA) staff has reviewed the various conceptual alternatives identified in Technical Memorandum 3.a. dated April 18, 2006 and released at the Steering Committee meeting on May 10, 2006. Our major comments and concerns include the following:

Alternative 1 – No High Speed Rail Options

This map identifies potential BART extensions from Richmond BART to intercept station on I-80 north of Hercules and in Martinez, and increased service throughout the BART counties. Along I-80, it proposes upgrading the existing 2 track freight/regional rail lines to 3-4 tracks.

STA staff comments: STA staff is generally supportive. New BART stations north of Hercules and in Martinez would be more convenient for Solano County residents and would save time and cost for Solano County express bus connections.

Alternative 2 – No High Speed Rail Options

This map proposes higher speed, lighter weight (i.e. non- Federal Railroad Administration (FRA) compliant) passenger rail service on a separate rail line in addition to a new rail bridge across the Carquinez Strait along I-80 connecting to Sacramento. It also proposes freight/regional passenger rail between Solano, Napa, Sonoma and Marin counties.

STA staff comments: STA staff is concerned about the non-FRA compliant Regional Passenger Rail service proposed along I-80 but supports the new North Bay FRA compliant Freight/Regional rail extensions to the North Bay counties. Why are the two types of compliant and non-compliant rail services proposed in Solano County? The non-FRA proposal is much different from the recommendations in the recently completed Oakland-Auburn Regional Rail Study (completed by the counties of Solano, Contra Costa, Yolo, Sacramento and Placer counties in 2005) which basically proposed three additional peak hour FRA compliant commuter trains to augment the Capitol Corridor and included the following key elements:

- *Five additional peak period commuter rail round trip trains (three in the a.m. and two in the p.m.) running along the existing Union Pacific Right-of-way, providing 30- minute headways and augmenting the Capitol Corridor intercity trains.*
- *The service would utilize the same FRA compliant equipment, staff and fare structure as the Capitol Corridor.*
- *New commuter stations would be provided in Benicia, Fairfield/Vacaville and Dixon, in addition to the existing Suisun City station.*

Also STA believes that augmenting and improving the Capitol Corridor service as a feeder service to any future high- speed rail program (or in lieu of High Speed Rail), is the best use of limited resources.

Would this Regional Rail alternative require additional right-of-way acquisition beyond the existing U.P. right-of-way or does this alternative assume acquisition of land or air rights from the existing U.P. r-o-w (approximately 100' r-o-w on average).

Alternative 3 – No High Speed Rail Options

Similar to Alternative 1, it proposes upgrading the existing 2 track freight/regional rail lines to 3-4 tracks along the I-80 corridor with connections to the other North Bay counties. It also proposes to shift freight from the BNSF north of Richmond and construct a new by-pass for “Freight With Long Distance AMTRAK Service” along the former Sacramento Northern Railroad (Pittsburg- Sacramento) through the eastern portion of Solano County.

STA staff comments: STA staff generally opposes further studying/considering the new proposed freight by-pass line through Solano County for the following major reasons:

- *Very little or no existing railroad owned right-of-way (either Union Pacific or other publicly- owned railroad) exists anymore along that corridor, and considering the various potential impacts as a result of the substantial amount of right- of-way acquisition, this alternative would appear to be very difficult and costly to implement.*
- *What are the freight projections through 2030 and 2050? What about other alternatives such as more shipping containers taken directly (such as on ships or barges) to other ports like the Port of Sacramento and the Port of Stockton)? Why can't existing railroad right-of-ways with additional tracks and/or water corridors be considered first to see if demand can be substantially met before entirely new corridors are considered.*
- *A complete preliminary environmental screening should be conducted for any new freight corridor through Solano County. What width, how many tracks and what would be the frequency of service. Consistency with the proposed Draft Solano Habitat Conservation Plan (HCP), designated open space areas, wetlands, Jepson Prairie, wildlife refuge area near the I-80 causeway, additional air emissions, buffer zones between the cities in Solano and Yolo counties, impacts to agricultural resources, and noise impacts need to be considered.*
- *Also the need for a new railroad bridge over the Carquinez Strait, new roads (maintenance or otherwise), and the need for new or enlarged grade separations at SR 12, SR 113, I-80, etc. would need to be provided.*
- *This alignment would also conflict with the tourist- oriented Western Railway Museum that acquired a major portion of the Sacramento Northern Railroad right-of-way and operates a museum and very successful non-profit railroad and trolley car along privately operated lines.*
- *Who would acquire the right of way? Does U.P. have any underlying rights to the abandoned r-o-w. – this should be explored early in the process. Either the state or Solano County would have to acquire the r-o-w, probably through an eminent domain process.*

- *It seems that too much focus is on an entirely new freight corridor and STA staff is concerned that it would take away attention, resources and time needed to complete the infrastructure improvements needed along the existing U.P. I-80/ Capitol Corridor.*
- *Is a preliminary cost effectiveness analysis going to be conducted for each alternative?*

Alternative 4 - High Speed Rail Southern Approach Option 1

Same basic description as for Alternative 2 for Solano County.

STA staff comments: Same comments and concerns as stated for Alternative 2

Alternative 5 - High Speed Rail Southern Approach Option 2

Same basic description as for Alternative 1 for Solano County.

STA staff comments: Generally supportive

Alternative 6 - High Speed Rail Southern Approach Option 3

Same basic description as for Alternative 3 for Solano County

STA staff comments: STA staff generally opposes studying the new freight by-pass line through Solano County for the same reasons stated for Alt. 3.

Alternative 7 - High Speed Rail Eastern Approach Option 1

Same basic description as for Alternative 1 for Solano County.

STA staff comments: Generally supportive

Alternative 8 - High Speed Rail Eastern Approach Option 1

This alternative has some similarity to Alternative 4, except the southern portion of the non-FRA compliant line runs through Vallejo instead of along the U.P. Capitol Corridor. A new railroad bridge south of Vallejo is required.

STA staff comments: Why are the two types of compliant and non-compliant rail services proposed in Solano County along the same corridor? How would a new Carquinez railroad bridge be accommodated? What would happen to the future condition of the existing railroad bridge near the Benicia Bridge? Is there enough demand to support both regional rail and light weight (i.e. non-FRA compliant) passenger rail services in Solano County? STA needs more information on the underlying concept for this dual proposal.

Alternative 9 - High Speed Rail Eastern Approach Option 3

Same basic description as for Alternative 1 and 7 for Solano County.

STA staff comments: Generally supportive.

Alternative 10 - High Speed Rail Eastern Approach Option 4

Same basic description as for Alternative 4 and 8 for Solano County.

STA staff comments: Similar to comments on Alternative 4 and 8. How would the combination of both types of passenger service (both compliant and non-compliant) and freight services function in Solano County?

Alternative 11 - High Speed Rail Eastern Approach Option 5

Same basic description as for Alternative 3 and 6 for Solano County.

STA staff comments: STA staff generally opposes studying the new freight by-pass line through Solano County for the same reasons stated for Alt. 3 and 6.

Alternative 12 - High Speed Rail Eastern Approach Option 6

Same basic description as for Alternatives 1, 5, 7 for Solano County.

STA staff comments: Generally supportive.

Recommendation

STA staff believes that fewer, more realistic alternatives should be further studied. It is recommended that passenger and freight service should try to be primarily accommodated within existing railroad rights-of-way wherever possible. If long-term scenarios in new corridors are deemed necessary, then it is recommended that the alternatives be grouped and modeled into short, medium and long term timeframes (i.e. 2015, 2030, 2050).



DATE: Mat 24, 2006
TO: SolanoLinks Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: STAF Population-Based Funds

To be provided under separate cover.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 19, 2006
TO: SolanoLinks Intercity Transit Consortium
FROM: Anna McLaughlin, SNCI Program Manager/Analyst
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 will be distributed to all Solano and Napa operators the week of May 22nd via email. Based on the response received, an updated transit matrix will be provided at the meeting.

2. Regional Transit Marketing: The second annual Bay Area Air Quality Management District's (BAAQMD)/MTC sponsored Spare the Air/Free Rides on Transit campaign is due to begin June 1 and continue until mid-October. Most Solano transit operators will be participating and can offer an update at the Consortium meeting.

3. Welfare to Work (Solano): Recruitment of vanpool passengers and drivers for the Rio Vista vanpool continues. Given the limited response to date, discussions are beginning with County staff to determine possible new approaches to Rio Vista CalWORKs clients concerning this project and their transportation needs.

4. Promotions: Bike to Work Week was May 15-19. With the campaign just wrapping up, a more detailed report will be provided to the Consortium at the May 31st meeting. Initial results suggest a very successful campaign with well-attended energizer stations, both print and radio media coverage, employer participation, school participation, and a large number of registrants.

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 the Earth Day events in Vallejo and Fairfield, Vacaville Business Expo, American Canyon Healthy Planet, Kaiser-Vallejo Call Center, and the Vacaville Farmer's Market. Upcoming events include farmer's markets in Fairfield, Vallejo, and Napa.

Recommendation:

Informational.

THIS PAGE INTENTIONALLY LEFT BLANK