



INTERCITY TRANSIT CONSORTIUM
AGENDA

10:00 a.m., Wednesday, August 29, 2007
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Brian McLean, 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 June 27, 2007 <i>Recommendation:</i> <i>Approve minutes of June 27, 2007.</i> Pg. 1	Johanna Masiclat
B. Legislative Update <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to take the following positions on proposed state legislative items:</i> <ul style="list-style-type: none"> ▪ Watch - SB 88 (regarding Proposition 1B funding allocation criteria) ▪ Watch - SB 976 (regarding Water Transit Authority funding criteria) Pg. 7	Jayne Bauer

CONSORTIUM MEMBERS

<u>John Andoh</u>	<u>Jeff Matheson</u>	<u>George Fink</u>	<u>John Andoh</u>	<u>Brian McLean</u>	<u>Crystal Odum-Ford</u>	<u>Paul Wiese</u>
Benicia Breeze	Dixon Read-Ride	Fairfield/Suisun Transit	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	County of Solano

VI. ACTION FINANCIAL ITEMS

- A. State Transit Assistance Funds (STAF) Fund Estimate Update Fiscal Year (FY) 2007-08 and Amendment No. 2** Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to approve the amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:

1. *Transit Consolidation Phase II (\$60,000)*
2. *Vallejo Transit Consolidation/Implementation Study (\$30,000)*
3. *Dixon Redit-Ride Performance and Operating Study (\$30,000)*

(10:20 – 10:25 a.m.)

Pg. 65

- B. Solano Transit Consolidation Study Phase I and Phase II Status** Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to forward a letter to MTC requesting \$60,000 to fund Phase II of the Solano Transit Consolidation Study.

(10:25 – 10:35 a.m.)

Pg. 71

VII. ACTION NON-FINANCIAL ITEMS

- A. Final 2007 Solano Congestion Management Program (CMP)** Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board to approve the Final 2007 Solano CMP and submit to MTC.

(10:35 – 10:45 a.m.)

Pg. 79

VIII. INFORMATION ITEMS

- A. Request by City of Fairfield to Modify Management Oversight of Route 30, 90, and Solano Paratransit** Elizabeth Richards

Informational

(10:45 – 10:55 a.m.)

Pg. 85

- B. Bay Area Regional Rail Plan** Robert Macaulay

Informational

(10:55 – 11:00 a.m.)

Pg. 89

C. Solano Commute Challenge Update Judy Leaks
Informational
(11:00 – 11:05 a.m.)
Pg. 93

D. SNCI Monthly Issues Judy Leaks
Informational
(11:05 – 11:10 a.m.)
Pg. 99

NO DISCUSSION

E. Funding Opportunities Summary Sara Woo
Informational
Pg. 101

F. Updated STA Board and Advisory Committee Meeting Schedule for 2007 Johanna Masiclat
Informational
Pg. 111

IX. LOCAL TRANSIT ISSUES

X. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, September 26, 2007.**

THIS PAGE INTENTIONALLY LEFT BLANK



INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
June 27, 2007

I. CALL TO ORDER

Chair McLean called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 10:00 a.m. in the Solano Transportation Authority Conference Room.

Consortium Present:	Brian McLean	Vacaville City Coach, Chair
	John Andoh	Rio Vista Delta Breeze
	Jeff Matheson	Dixon Read-Ride
	George Fink	Fairfield/Suisun Transit
<i>Arrived at 10:20 a.m.</i>	Crystal Odum-Ford	Vallejo Transit

Also Present:	Daryl Halls	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA/SNCI
	Judy Leaks	STA/SNCI
	Robert Guerrero	STA
	Sara Woo	STA
	Johanna Masiclat	STA

Others Present:	John Harris	John Harris Consulting
<i>(In Alphabetical Order)</i>	Denis Jackson	MV Transportation
	Joe Story	DKS Associates
	Nancy Whelan	Nancy Whelan Consulting

II. APPROVAL OF AGENDA

On a motion by Jeff Matheson, and a second by John Andoh, the SolanoExpress Intercity Transit Consortium approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero introduced STA's new Planning Assistant Sara Woo.

V. CONSENT CALENDAR

On a motion by John Andoh, and a second by George Fink, the SolanoExpress Intercity Transit Consortium unanimously approved the consent calendar items A and D with the exception to pull for discussion, Item D., STA Fiscal Year (FY) 2007-08 Marketing Plan.

Recommendation:

A. Minutes of the Consortium Meeting of May 30, 2007

Recommendation:

Approve minutes of May 30, 2007.

B. Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County

Recommendation:

Forward a recommendation to the STA Board to approve the attached FY 2007-08 TDA matrix for the Cities of Fairfield and Suisun City.

C. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2007-08 Work Program

Recommendation:

Forward a recommendation the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2007-08 for Solano County.

PULLED FOR DISCUSSION

D. STA Fiscal Year (FY) 2007-08 Marketing Plan

Robert Macaulay outlined the STA's proposed FY 2007-08 Marketing Plan. He stated that the STA Board approved Amendment No. 1 to the Moore Iacofano Goltsman (MIG) contract, which extends the contract for MIG's marketing services through FY 2007-08.

Chair McLean requested more information on the effort of the re-branding of SolanoExpress.

Daryl Halls responded and stated that this item would be brought back in August to include further details on the SolanoExpress Marketing Plan.

Recommendation:

Forward a recommendation to the STA Board to approve the STA Fiscal Year (FY) 2007-08 Marketing Plan.

On a motion by John Andoh, and a second by George Fink, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation with recommended suggestions.

VI. ACTION - FINANCIAL ITEMS

A. Intercity Transit Funding Agreement

Elizabeth Richards distributed an addendum listing comments submitted by Fairfield/Suisun Transit with responses from STA staff.

After further discussion and based on input, the Consortium requested to adjust the recommendation to read as follows:

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director *to negotiate* and execute a Fiscal Year (FY) 2007-08 Intercity Transit Funding Agreement. ~~*based on the core concepts and cost sharing identified in Attachments A and B.*~~

Crystal Odum-Ford arrived the meeting at 10:20 a.m.

On a motion by George Fink, and a second by Jeff Matheson, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation as amended shown above in ~~*strikethrough bold italics.*~~

B. Allocation of State Transit Assistance Funds (STAF) Funding for Fiscal Year (FY) 2007-08 Amendment No. 1

Elizabeth Richards outlined the proposed amendment of the allocation of STAF funding for FY 2007-08. She listed staff's recommendation of \$230,000 of the \$1,000,000 in STAF capital funds be allocated to Fairfield Suisun Transit (FST) in FY 2007-08. In addition, she stated that to advance one of Vallejo Transit's grants by completing the local match, \$266,000 of Northern County STAF is recommended to be allocated from the \$1,000,000 set aside for transit capital match.

Recommendation:

Forward a recommendation to the STA Board to approve the amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B.

On a motion by Jeff Matheson, and a second by John Andoh, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

VI. ACTION – NON-FINANCIAL ITEMS

A. **Solano Transit Consolidation Study**

Joe Story, DKS Associates, presented the Solano Transit Consolidation Study. He provided an overview to two key items: Status Report on Stakeholder Interview and Focus Group as well as Proposed Options for Analysis (Details and Possible Advantages and Disadvantages).

Based on input, the Consortium requested to table this item until the next meeting in August. The Cities of Fairfield and Vacaville requested more time to evaluate options for further analysis.

Recommendation:

Forward a recommendation to the STA Board and provide input, preferences and concerns regarding the transit consolidation options as specified in Attachment B.

On a motion by Jeff Matheson, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium recommended tabling this item until the next meeting in August. The vote was 3 ayes (Cities of Dixon, Fairfield, and Vacaville), 0 nays, and 2 abstentions (Cities of Benicia and Vallejo).

B. **STA Overall Work Plan (Priority Projects) for FY 2007-08 and FY 2008-09**

Robert Macaulay highlighted STA's Overall Work Program (OWP) for FY 2007-08 and FY 2008-09 that contains a total of 40 projects (17 projects, 10 plans or studies, and 13 programs or services) that cover the range of activities by the STA for the next two years.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's Overall Work Program (OWP) for Fiscal Year (FY) 2007-08 and FY 2008-09.

On a motion by Jeff Matheson, and a second by George Fink, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

C. **Draft Solano County Congestion Management Program**

Robert Macaulay indicated that member agencies are still able to submit comments or identify corrections or new data to the CMP document until July 3, 2007. He distributed comments received to date from the Cities of Benicia and Rio Vista.

Recommendation:

Forward a recommendation to the STA Board to submit the Draft 2007 Solano Congestion Management Plan (CMP) to MTC for review and comment.

On a motion by George Fink, and a second by George Fink, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

INFORMATION ITEMS

A. SNCI Monthly Issues

Judy Leaks provided an update on transit schedule status, marketing, promotions and events with Napa and Solano Counties.

NO DISCUSSION

B. Legislative Update

C. Safe Routes to Schools (SR2S) Update

D. Regional Measure 2 (RM 2) Update

E. Project Delivery Update

F. Funding Opportunities Summary

G. STA Board Meeting Highlights – June 13, 2007

IX. LOCAL ISSUES

The Consortium briefly discussed the following:

- City of Fairfield Letter
George Fink stated that of the issues raised in the letter, the City would drop Issue 1. He requested Issues 2 and 3 be agendaized for a future meeting.
- Short Range Transit Plan (SRTP) Status Update

X. ADJOURNMENT

The meeting was adjourned at approximately 11:10 a.m. The next meeting is scheduled for **Wednesday, August 29, 2007 at 10:00 a.m.** in the STA Conference Room.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: August 23, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. A Legislative Matrix (Attachment A) is included listing bills that staff is watching and analyzing for the 2007-08 state legislative session and the 2007 federal legislative session.

Discussion:

State Budget

On August 21, 2007, the Legislature finally approved the 2007-08 State Budget and subsequent trailer bills. SB 97 places a moratorium on the Attorney General's ability to pursue lawsuits on transportation bond projects at least until AB 32 guidelines are adopted. The Governor committed to line-item veto an additional \$700 million, which would build the state's reserve to \$4.1 billion. Next year's budget deficit is expected to be in the neighborhood of \$5 billion. The monthly legislative update from Shaw/Yoder (Attachment B) provides further information on the budget process. An email from Shaw/Yoder (Attachment C) outlines more specific information on the approved budget.

Legislative Bills (Action)

Senate Bill (SB) 88 (Attachment E), authored by the Senate Committee on Budget and Fiscal Review, outlines implementation procedures for Proposition 1B funding. The bill seeks to add a supplemental \$350 million to the \$600 million appropriation for local streets and roads in the budget bill. The bill also specifies that 60% of bond funds are to be allocated according to the existing formula for State Transit Assistance, 25% for capital expenditures for regional public waterborne transit agencies, and 15% for intercity passenger rail and commuter rail systems. The bill seeks an urgency statute so that it would become law immediately upon the governor's signing. Once the state budget is approved, this bill is the most likely candidate for approval for the implementation of Proposition 1B funds. Staff recommends a **watch** position be taken for SB 88.

Senate Bill (SB) 976 (Attachment F) was authored by Senator Tom Torlakson to address the role of the San Francisco Bay Area Water Transit Authority (WTA). Currently WTA has specified powers and duties relative to development of a plan to implement and operate a water transit system on San Francisco Bay. Current law requires that the primary focus of the authority and plan provide new or expanded water transit services and related ground transportation terminal access services that were not in operation as of June 30, 1999. This bill would instead require that the primary focus of the authority and plan operate a comprehensive regional public water transit system, and coordinate waterborne transit emergency response activities. This is a companion bill intended to ensure that WTA receive the 25% share of Proposition 1B funds as outlined in SB 88. Staff recommends a **watch** position be taken for SB 976.

Legislative Bills (Information)

Assembly Bill (AB) 112 and Assembly Concurrent Resolution (ACR) 7 have both been amended twice since the June 27th TAC meeting. The Senate Transportation and Housing Committee adopted a policy in 2006 that states no double fine zone bills will be approved by the committee. The governor has historically vetoed double fine zone legislation because there is no process in place establishing criteria for roads and highways to receive a double fine zone designation.

In order to overcome this obstacle, Assemblymember Wolk has worked with Caltrans, the California Highway Patrol (CHP) and the STA to amend the language of the bills so that AB 112 establishes criteria for designating safety-enhancement double fine zones (DFZ) on a statewide basis as well as stating that State Route (SR) 12 meets the criteria for the DFZ designation.

AB 112 and ACR 7 were both heard and approved by the Senate Transportation and Housing Committee on Tuesday, June 19, 2007, and by the Senate Public Safety Committee on Tuesday, July 3, 2007. Due to the state budget taking precedence on the legislators' time, the bill went no further in the process before the summer session break. The legislature is in session again beginning Monday, August 20, 2007. Staff will provide an update at the TAC meeting of August 29th.

ACR 7, which designates a 2-mile section of SR 12 as the "Officer David Lamoree Memorial Highway," is to be heard by the Senate where it should remain on consent.

AB 57 (Soto) proposes to extend indefinitely the provision for certain state and local entities to expend federal funds (through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, aka SAFETEA-LU) for improvement of highway safety and reduction of traffic congestion (including projects for bicycles and pedestrian safety and traffic calming measures in high-hazard locations). AB 57 would extend indefinitely the provision for the US Department of Transportation (DOT) and California Highway Patrol (CHP) to administer a "Safe Routes to School" (SRTS) construction program and a statewide competitive grant process for allocating these funds.

The author's office has indicated that it is her intent to ensure that the new federal SRTS program be implemented to augment, not supplant, the current state program. The bill would require that the State budget include \$24.25M in State Highway Account funds for SRTS beginning in Fiscal Year (FY) 2008-09. By making the program permanent, in FY 2008-09 California could see \$23M in federal funds and \$24.25M in state funds go to SRTS programs for a total of \$47.25M. Without AB 57, SRTS funding would be only federal and subject to the reauthorization of SAFETEA-LU.

The SRTS Program is consistent with the safety emphasis of the STA's Safe Routes to School program, and Metropolitan Transportation Commission (MTC)'s Transportation 2030 Plan. The STA Board approved a support position on AB 57 at their meeting on July 11, 2007.

Recommendation:

Forward a recommendation to the STA Board to take the following positions on proposed state legislative items:

- Watch - SB 88 (regarding Proposition 1B funding allocation criteria)
- Watch - SB 976 (regarding Water Transit Authority funding criteria)

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update – August 2007 (Shaw/Yoder, Inc.)
- C. State Budget Approval Email (Shaw/Yoder, Inc.)
- D. Federal Legislative Update (The Ferguson Group)
- E. SB 88 (Senate Committee on Budget and Finance Review)
- F. SB 976 (Torlakson)



LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

August 23, 2007

Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City CA 94585-2427
 Telephone: 707-424-6075
 Fax: 707-424-6074
 Web site: solanolinks.com

Index

State Assembly Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
AB 57	Soto	Safe Routes to School Program	Support		4
AB 60	Nava	Minimum Clearance Requirement for Overtaking a Bicycle			4
AB 112	Wolk	Highway Safety Enhancement – Double Fine Zone on SR 12 from I-5 to I-80	Sponsor and Support	Support: Cities of Benicia, Fairfield, Stockton, Suisun City, Vacaville, Vallejo, Solano County, San Joaquin, Council of Governments, Bay Area Electric Railroad Association, Fairfield-Suisun Chamber of Commerce, Highway 12 Association, MV Transportation, Inc., Prof. Engineers in California Government, Solano Athletic Clubs. <u>Oppose:</u> Judicial Council of California	5
AB 117	Beall	Additional 20% County assessment on traffic safety offenses			5

6

Bill	Author	Subject	STA's Position	Others' Position	Page
AB 444	Hancock	Voter-approved vehicle registration fee for traffic congestion management	Support w/ Amendment to add Solano County		6
AB 842	Jones	Regional plans: traffic reduction	Watch		6
ACR 7	Wolk	Officer David Lamoree Memorial Interchange (SR 12)	Co-sponsor and Support	City of Rio Vista: Sponsor/Support	6

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 9	Lowenthal	Trade Corridors Improvement Fund			7
SB 16	Florez	Rail Grade Crossings: Automatic Gates			7
SB 19	Lowenthal	Air Quality Improvement Account: Proposition 1B			7
SB 45	Perata	Transit Security & Emergency Preparedness Fund: Prop. 1B			8
SB 47	Perata	State-Local Partnership Program: Proposition 1B			8
SB 88	Sen. Bud./Fin. Rev. Comm.	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 Implementation: Prop. 1B			8
SB 286	Lowenthal/Dutton	Proposition 1B Bonds Implementation for Local Streets and Roads	Support, request letters of support from cities	Sponsor: LCC/CSAC Support: Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, Solano County	8
SB 375	Steinberg	Transportation planning: travel demand models: preferred growth scenarios: environmental review.	Watch		9

10

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 748	Corbett	State-Local Partnership Program allocation guidelines.			9
SB 976	Torlakson	Water Transit Authority, Prop 1B funding/authority criteria			9

Federal Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
S 294	Lautenberg	A bill to reauthorize Amtrak, and for other purposes.			10

For details of important milestones during the 2007 sessions of the California Legislature and the U.S. Congress, please refer to calendars on last 2 pages.

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

Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 57 (Soto) Highways: Safe Routes to School construction program	Extends indefinitely the provision for certain state and local entities to secure and expend federal funds for improvement of highway safety and reduction of traffic congestion (including projects for bicycles and pedestrian safety and traffic calming measures in high-hazard locations), as well as extend indefinitely the provision for DOT/CHP to administer a "Safe Routes to School" construction program and appropriate federal transportation funds on a statewide competitive grant process. Both provisions currently have a repeal date of 01/01/08.	07/20/07 SEN; re-referred to Com. On APPR	Support
		Support: MTC	
AB 60 (Nava) Vehicles: Bicycles	Creates stricter laws/penalties for vehicles overtaking bicycles traveling the same direction. Requires the driver of a motor vehicle overtaking a bicycle that is proceeding in the same direction to pass to the left at a safe distance, at a minimum clearance of 3 feet, without interfering with the safe operation of the overtaken bicycle. The bill would make violation of this provision an infraction punishable by a \$250 fine; and make it a misdemeanor or felony if a person operates a motor vehicle in violation of the above requirement and that conduct proximately causes great bodily injury, as defined, or death to the bicycle operator.	04/16/2007; ASM T&H Com. hearing cancelled at author's request	

12

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 112 (Wolk) Highways: Safety Enhancement – Double Fine Zones (SR 12)	This bill would take effect immediately as an urgency statute. Amended 06-21-07 to establish a process whereby state highways can receive a designation of a safety enhancement double fine zone for a minimum of 2 years based on specific criteria. Designates SR 12 from its intersection with I-80 in Solano County to I-5 in San Joaquin County as a double fine zone. <i>Last amended 07/19/07</i>	08/20/07; SEN third reading	Sponsor and Support
		Support: Cities of Benicia, Fairfield, Stockton, Suisun City, Vacaville Vallejo, Solano County, San Joaquin Council of Governments, Bay Area Electric Railroad Association, Fairfield-Suisun Chamber of Commerce, Highway 12 Association, MV Transportation, Inc., Professional Engineers in California Government, Solano Athletic Clubs Oppose: Judicial Council of California	
AB 117 (Beall) Traffic offenses: additional assessment: traffic safety	Authorizes Santa Clara County to collect an additional \$2 penalty assessment for every \$10 in base fines for certain violations, for purposes of funding local traffic safety programs. Sunsets the provisions of this bill January 1, 2013.	06/26/07 SEN Public Safety hearing postponed	

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 444 (Hancock) Voter-approved vehicle registration fee for traffic congestion management	Authorizes county congestion management agencies in Alameda County and Contra Costa County, with a majority vote of agency's board, to impose annual fee of up to \$10 on motor vehicles registered with the county for a traffic congestion management program. Imposition of fee would require voter approval. Transportation improvements that reduce congestion include those that improve signal coordination, travel information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.	07/11/07 SEN Rev & Tax hearing. Amended 06/28/07 to add Solano County	Support with Amendment to add Solano County
AB 842 Jones Regional plans: traffic reduction	Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires a specified sum of funds to be made available from a specified account to the Department of Housing and Community Development to fund grants to assist agencies of local governing in the planning and production of infill housing.	05/24/07; ASM Housing & Community Development	Watch
ACR 7 (Wolk) Officer David Lamoree Memorial Highway (SR 12)	Designates the interchange of SR 12 between Olsen Road and SR 113 as the Officer David Lamoree Memorial Interchange, would request the Department of Transportation to determine the cost for appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs.	07/18/07; SEN third reading; file date 8/20/07 Sponsored by City of Rio Vista and STA	Co-sponsor and Support

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
SB 9 (Lowenthal) Trade corridor improvement: transportation project selection in Proposition 1B	States the intent of the Legislature to enact urgency legislation that establishes a process for the selection of transportation projects to be funded from the Trade Corridors Improvement Fund, established by Proposition 1B. This bill establishes a process for selecting projects under the Trade Corridor Improvement Fund requiring that proposed projects be included in an approved regional transportation plan, incorporate an estimate of the emissions produced during the construction and operation of the proposed project and specifies that the funds shall only be used to pay for the costs of construction. The bill declares that it is to take effect immediately as an urgency statute.	08/22/07, ASM APPROP hearing	
SB 16 (Florez) Rail Grade Crossings: Automatic Gates	Requires the Public Utilities Commission to order that a public-rail grade crossing be equipped with automatic gates, if it determines in the course of investigating a public-rail grade crossing collision, that it is more likely than not that the collision would not have occurred if the crossing had been equipped with automatic gates, or if the commission determines that the injury to person or property resulting from the collision would have been substantially reduced if the crossing had been equipped with automatic gates.	07/02/07, Chaptered by Secretary of State; SEN Rev & Tax	
SB 19 (Lowenthal) Trade corridors: projects to reduce emissions: funding in Proposition 1B	Declares the intent of the Legislature to enact urgency legislation that establishes conditions and criteria, as specified, for projects funded by the \$1 billion account to fund freight-related air quality needs established by Prop. 1B. This bill declares the intent of the Legislature to enact legislation that establishes conditions and criteria for projects that reduce emissions from activities related to the movement of freight along California's trade corridors. The bill declares that it is to take effect immediately as an urgency statute.	07/17/07, ASM APPROP, From committee with author's amendments.	

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
SB 45 (Perata) Transit Security & Emergency Preparedness Fund: Prop. 1B	States the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account, as specified in Proposition 1B.	07/20/07; ASM APPROP.	
SB 47 (Perata) State-Local Partnership Program: Prop 1B	States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds for the State-Local Partnership Program, established by Proposition 1B.	01/18/07 SEN Com. On RLS	
SB 88 (Committee on Budget and Fiscal Review) Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: implementation	Outlines implementation procedures for Proposition 1B funding. Adds supplemental \$350M to the \$600M appropriation for local streets and roads in the budget bill. Specifies the formula to be used by the Controller for allocation. Specifies that 60% of bond funds are to be allocated according to existing formula for State Transit Assistance, 25% for capital expenditures for regional public waterborne transit agencies, and 15% for intercity passenger rail and commuter rail systems. Establishes Goods Movement Emission Reduction Program for air quality bond funds distribution. Outlines distribution of the \$193M California Clean Schoolbus Program funds. Bill currently seeks an urgency statute.	8/20/07; SEN Unfinished Business	
SB 286 (Lowenthal/ Dutton) Prop 1B Bonds Implementation: Local Streets/ Roads	Sponsored by the League of California Cities to accelerate distribution of the \$2 billion in local street and roads funds. Under the proposal every city will receive at least half (and up to their full amount) of their Prop 1B funds to spend in the next two fiscal years (determined by population), with the state allocating the remaining funds no later than 2010. Applicants would submit a list of projects expected to be funded.	08/20/07; ASM APPROP hearing Sponsor: LCC/CSAC Support: Solano County and all 7 cities in Sol. Co.	Support; request letters of support from Solano cities

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
SB 375 (Steinberg) Transportation planning: travel demand models: preferred growth scenarios: environmental review.	<p>The California Environmental Quality Act (CEQA) exempts specified activities from its provisions, including a project that is residential on an infill site within an urbanized area, and that meets other specified criteria, including that the project is within 1/2 mile of a major transit stop.</p> <p>This bill requires the California Transportation Commission (CTC) to adopt by April 1, 2008, specific guidelines for travel demand models used in development of regional transportation plans by certain regional transportation planning agencies. It requires the Department of Transportation to assist CTC in preparation of the guidelines, if requested to do so by CTC. It also requires the Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050.</p>	08/22/07; ASM APPROP hearing	
SB 748 (Corbett) State/Local Partnerships	States the purposes of the State-Local Partnership Program to be allocated by the California Transportation Commission (CTC) to eligible transportation projects nominated by transportation agencies. Requires the CTC to adopt program guidelines.	07/12/07; ASM APPROP, Read second time. Amended. Re-referred to Com.	Watch
SB 976 (Torlakson) San Francisco Bay Area Water Transit Authority	<p>Existing law creates the San Francisco Bay Area Water Transit Authority with specified powers and duties relative to the development of a plan for implementation and operation of a water transit system on San Francisco Bay. Existing law requires that the primary focus of the authority and the plan be to provide new or expanded water transit services and related ground transportation terminal access services that were not in operation as of June 30, 1999.</p> <p>This bill would instead require that the primary focus of the authority and the plan be to operate a comprehensive regional public water transit system and to coordinate waterborne transit emergency response activities.</p>	07/12/07, ASM; Placed on inactive file on request of Assembly Member Bass.	

Federal Legislation

Federal Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
S 294 (Lautenberg) Amtrak Reauthorization	A bill to reauthorize Amtrak, and for other purposes.	05/22/07 Placed on Senate Legislative Calendar under General Orders. Calendar No. 158.	
		Cosponsored by Senator Boxer	

California Legislature 2007-08 Regular Session Calendar

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

IMPORTANT DATES OCCURRING DURING INTERIM CALIFORNIA LEGISLATURE RECESS

2007

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

2008

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

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

19

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

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

20



SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

August 1, 2007

To: Board Members, Solano Transportation Authority

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

RE: STATE LEGISLATIVE UPDATE- AUGUST 2007

2007-08 Budget Update Stalemate Continues

The Senate convened late Wednesday evening, August 1st, to reconsider the 2007-08 Budget. Both SB 77, the Conference Committee report (main budget bill) and SB 78 (additional cuts to the Conference Committee report) failed to receive the requisite votes as both bills were defeated by a margin of 26 to 14. Senator Maldonado was the only Republican to vote for either bill. No other trailer bills were taken up.

The main sticking point seems to revolve around the Republicans request to receive assurances that any appropriations for litigation against entities that fail to comply with greenhouse gas emission standards are removed from the budget. This is in response to Attorney General Jerry Brown's threat to use the California Environmental Quality Act (CEQA) in order to force developers to account for potential adverse impacts that their projects would have on global warming. Republicans argue that AB 32 guidelines are still being considered and funding a lawsuit is premature. In addition, the Republican Caucus had sought an additional \$700 million in further reductions to which the Governor has agreed to, although he has refused to specify which items he will blue-pencil.

As you may recall, the Governor originally proposed a \$2 billion reserve, which the Budget Conference Committee also approved. After further negotiations with the Assembly Republican Caucus, the Assembly approved SB 77 and the subsequent trailer bills with a budget reserve of approximately \$3.4 billion. If the Governor does indeed line-item veto an additional \$700 million, the reserve would increase to \$4.1 billion. Next year's budget shortfall is expected to be at about \$5 billion.

Many Senators seemed pessimistic as they exited Senate Chambers as to when they would reconvene and consummate a deal. A few suggested that they would salvage what remains of the Summer Recess and reconvene on August 20th to finish off the deal.

Impacts on Transportation

SB 77 (the budget bill) and SB 79, the transportation trailer bill, divert more than \$1.259 billion away from public transit for General fund relief purposes. Consequently, this would leave approximately \$406 million in the State Transit Assistance Account while depleting the Public

Tel: 916.446.4656

Fax: 916.446.4318

1415 L Street, Suite 200

Sacramento, CA 95814

Transportation Account's (PTA) capital funding and reserve. Of the \$406 million that remains in the STA, \$200 million is a result of the residual amount of spillover. The remaining spillover could vanish however as the Governor makes his line-item vetoes. In addition, the budget contemplates to divert half of any spillover that matriculates in future years to the General Fund. Of the remaining 50% that would go to transit, 2/3 would go towards the STA program and 1/3 would go towards the capital side of the PTA. The Legislative Analyst's Office projects spillover to be near \$935 million next year.

The California Transportation Commission (CTC) has stated that the diversion of the capital money from the PTA will unquestionably have an impact on the allocations for projects within the 2006 STIP, as well as the 2008 State Transportation Investment Program (STIP) Fund Estimate, and the 2008 STIP. As a result, highway project funding could be compromised in the 2008-09 fiscal year, if not in 2007-08. The CTC has postponed making allocations until September due to the tardiness of the budget.

SB 88 Proposition 1B Bond Implementation Highlights

SB 88 is a budget trailer bill that implements language for the issuance of revenue from Proposition 1B. The following are highlights of items of interest to STA:

Local Streets and Roads

Local Streets and Roads will receive a \$950 million allocation. The bill requires the Controller to use the population figures from the Department of Finance as of January 1, 2007, in making allocations to cities. Applicants for these funds must submit a list of projects expected to be funded with bond funds to the Department of Finance, as specified, and to report various information, including the project's name, location, the amount of the expenditure, the completion date, and estimated useful life, to the Department of Finance. The bill would also require funds to be expended within 3 fiscal years from the date of allocation, and would require unexpended funds to be returned to the Controller for reallocation. Allocations are made based on the STIP formula process with each city receiving a minimum of \$400,000. All projects funded with these bond funds must be included within the city, county, or city and county budget that are adopted by the applicable city council or board of supervisors at a regular public meeting.

State and Local Partnership Program

Due to a lack of consensus between Speaker Nunez and Senator Perata, there is no funding provided in 2007-08 for State and Local Partnership Program (SLPP). The Speaker wants to limit the pool of eligible recipients to self-help counties only (although during the original SLPP, self-help counties received 41.1 billion of the entire \$1.2 billion pot), while Perata wants to have toll revenue included as a match.

Transit

SB 88 also includes \$600 million from the Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) for transit capital projects and \$100 million from the Transit System Safety, Security, and Disaster Response Account (TSSSDRA) for transit security projects. This includes funding for waterborne transit operators (25% or \$25 million for 2007-08).

2007 STA State Legislative Program

The following is an update on your 2007 State Legislative Program:

AB 112 (Wolk) As you know, the State Route (SR) 12 Corridor has been determined by Caltrans to exceed the state average for collisions and fatalities. The California Highway Patrol has also made this route a priority for enforcement in the 2007-08 budget. This bill would establish criteria for state highways and roads to qualify as a Safety Enhancement Double Fine Zone (DFZ), and designate the SR 12 Corridor (between its intersection with Interstate 80 in Solano County and Interstate 5 in San Joaquin County) as a DFZ for driving violations on this stretch of highway in order to raise awareness and encourage better driving habits to enhance public safety. AB 112 is currently located on the Senate Third Reading File and will be taken up when the Legislature reconvenes from its Summer Recess on August 20th.

ACR 7 (Wolk) This resolution would memorialize the life of Officer David Lamoree by designating a two-mile section of SR 12, between Olsen Road and SR 113, as the "Officer David Lamoree Memorial Highway". The measure would also request that Caltrans determine the cost for appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs. Officer Lamoree, a well-respected peace officer, who made many contributions in the Solano area, passed away at the age of 26 after being hit head-on by a car on SR 12. ACR 7 is currently located on the Senate Third Reading File and will be taken up when the Legislature reconvenes from its Summer Recess on August 20th.

Other Bills of Interest

SB 375 (Steinberg) requires regional transportation planning agencies (RTPA) and Metropolitan Planning Organizations in specifically identified Counties (including Orange) to incorporate travel demand models and preferred growth scenarios (PGS) into their regional transportation plans (RTP) in order to be eligible for state transportation funding through the State Transportation Improvement Program (STIP) starting January 2009. The most recent amendments push out the enforcement date to after December 31, 2011 if projects are programmed in either the 2006 or 2008 STIP. SB 375 also requires the California Transportation Commission (CTC) to adopt guidelines for the use of travel demand models by RTPA's and provides for a variety of California Environmental Quality Act (CEQA) exemptions for RTPA's and localities which amend their RTP's and General Plans to be consistent with the adopted PGS.

This bill aims to establish a comprehensive link between transportation planning, land use policy, and CEQA. Specifically, SB 375 requires a PGS to be designed which outlines goals for a reduction in vehicle miles traveled and greenhouse gas emissions, specified by the California Air Resources Board (CARB). SB 375 requires CARB to establish "targets" for 2020 and 2050; however, the bill's current form does not provide a date for CARB to deliver these targets. Additionally, with RTP's being the source for projects programmed into the Regional Transportation Improvement Plan (RTIP), RTPA's would be required to design and incorporate travel demand models and PGS by 2008 in order to qualify for the next round of STIP funding in 2009.

Status: This bill is current located in the Assembly Appropriations Committee where it is expected to become a two-year bill due to opposition from the Administration (Department of Finance) and the League of Cities.

AB 444 (Hancock) authorizes the county congestion management agencies (CMAs) of Alameda, Contra Costa, Marin, Santa Clara and Solano counties to impose, upon a majority vote of the electorate, an annual fee of up to \$10 on motor vehicles registered in the counties for transportation programs and projects.

Status: This bill is currently located on the Suspense File in the Senate Revenue and Taxation Committee because Senator Mike Machado would not vote for the bill. The Senator believes that if any fee is to be imposed that it should be done with a 2/3 vote requirement, and that a sales tax is the appropriate avenue to pursue additional revenue.

Jayne Bauer

From: Gus Khouri [gus@shawyoder.org]
Sent: Tuesday, August 21, 2007 1:59 PM
To: dkhalls@sta-snci.com; jbauer@sta-snci.com
Cc: Josh Shaw; Paul Yoder
Subject: Budget Finally Approved

Importance: High

Daryl and Jayne,

The Legislature finally approved the 2007-08 State Budget and subsequent trailer bills this afternoon. The Senate Republican Caucus' major sticking points were resolved with the passage of SB 97, which places a moratorium on the Attorney General's ability to pursue lawsuits on transportation bond projects at least until AB 32 guidelines are adopted, and the Governor's commitment to line-item veto an additional \$700 million, which would build the state's reserve to \$4.1 billion. Next year's budget deficit is expected to be in the neighborhood of \$5 billion.

The Senate concurred on the package that the Assembly had sent over on July 20th.

Here are a few highlights on what we reported to you previously:

- \$1.6 billion Prop 42 allocation.
- \$1.259 billion cut to transit.
- \$416 million in State Transit Assistance funding.
- No new capital funding for transit projects within the STIP. CTC can allocate funding for the nearly \$600 million in transit capital projects within the 2006 STIP for 07-08 but this will be a huge challenge for 08-09. The 2008 STIP will be compromised as well. Consequently, highway project funding may be compromised if the trend continues in the future depending on a region's RTP.
- SB 88 provides \$600 million for transit capital, \$100 million for transit security, and \$950 million for local streets and roads and \$250 million carve out for waterborne transit operators for disaster preparedness, of which \$25 million is appropriated in 07-08.
- SB 79 splits the spillover between the General Fund and PTA, with the PTA's portion being split 2/3 to the STA and 1/3 to the capital side of the account.

We will continue to analyze and see if anything else pops out. Please let me know if you have any questions.

Thanks,

Gus F. Khouri
 Legislative Advocate
 Shaw/Yoder, Inc.
 1415 L Street, Suite 200
 Sacramento, CA 95814
 Phone (916) 446-4656
 Fax (916) 446-4318



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

To: Solano Transportation Authority Board of Directors
 From: Mike Miller
 Re: Federal Update
 Date: July 31, 2007

July 2007 Activity.

The Ferguson Group continued to track the Fiscal Year 2008 appropriations process and to work on STA's transportation appropriations requests. Specifically, The Ferguson Group lobbied Congress regarding FY 2008 appropriations requests and closely tracked the House and Senate Transportation Appropriations legislation.

Appropriations Update.

The House and Senate marked up their respective versions of the Fiscal Year 2008 Transportation Appropriations bill. The House bill was passed on the floor of the House of Representatives on July 24 (268-153) while the Senate bill was marked up in committee on July 12. Thanks to the hard work and strong support of STA's congressional delegation (Rep. Tauscher, Rep. Miller, Rep. Lungren, Sen. Boxer, Sen. Feinstein), the House bill includes the following earmarks for STA projects:

- Vallejo Ferry Maintenance Facility – \$1 million; and
- Fairfield / Vacaville Intermodal Station – \$200,000.

The other requests have not received earmarks in either the House or the Senate thus far in the FY 2008 process. We will continue to lobby Congress to preserve and enhance the earmarks already secured in the House bill and will to press for funding for the other three projects as the appropriations process continues. Congress is likely to go on August recess at the end of this week and will return after Labor Day.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Ferry Maintenance Facility	\$3.272 million	\$1 million in House bill. Conference after Labor Day.
Fairfield / Vacaville Intermodal Station	\$2 million	\$200,000 in House bill. Conference after Labor Day.
I-80/680 Interchange	\$6 million	No earmark thus far. Conference after Labor Day.
Travis Access (Jepson)	\$3 million	No earmark thus far. Conference after Labor Day.
SR-12 Traffic Safety Signage & Education	\$200,000	No earmark thus far. Conference after Labor Day.

AMENDED IN ASSEMBLY JULY 20, 2007

AMENDED IN ASSEMBLY JULY 16, 2007

SENATE BILL

No. 88

Introduced by Committee on Budget and Fiscal Review

January 17, 2007

An act relating to the Budget Act of 2007 to add Chapter 12.491 (commencing with Section 8879.50) to, and to repeal Article 5 (commencing with Section 8879.55) of Chapter 12.491 of, Division 1 of Title 2 of the Government Code, and to add Chapter 3.2 (commencing with Section 39625) to Part 2 of, and to add Chapter 10 (commencing with Section 44299.90) to Part 5 of, Division 26 of the Health and Safety Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 88, as amended, Committee on Budget and Fiscal Review. ~~Budget Act of 2007~~-*Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: implementation.*

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, general election, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes, including reducing emissions and improving air quality in trade corridors, State Route 99 corridor enhancements, port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, public transit and passenger rail improvements, 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 projects. Existing law specifies the responsibilities of various agencies with regard to implementing the bond act. Existing law also establishes various programs for the reduction of vehicular air pollution, including the Lower-Emission School Bus Program adopted by the State Air Resources Board.

This bill would designate administrative agencies for each of the programs funded by the bond act, which would be the California Transportation Commission, the State Air Resources Board, the Controller, the Office of Homeland Security, the Office of Emergency Services, or the Department of Transportation, as specified. The bill would impose various requirements on these agencies relative to adopting program guidelines, making of allocations of bond funds, and reporting on projects funded by the bond funds. The bill would enact other related provisions.

This bill would appropriate \$350,000,000 from the Local Street and Road Improvement, Congestion Relief, and Traffic Safety Account created by the bond act, for allocation by the Controller to cities and counties as an augmentation to funds appropriated from that account by the Budget Act of 2007.

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

This bill would express the intent of the Legislature to make statutory changes relating to the Budget Act of 2007.

Vote: ~~majority~~^{2/3}. Appropriation: ~~no~~^{yes}. Fiscal committee: ~~no~~^{yes}. State-mandated local program: no.

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

- 1 SECTION 1. Chapter 12.491 (commencing with Section
- 2 8879.50) is added to Division 1 of Title 2 of the Government Code,
- 3 to read:

1 *CHAPTER 12.491. IMPLEMENTATION OF THE HIGHWAY SAFETY,*
2 *TRAFFIC REDUCTION, AIR QUALITY, AND PORT SECURITY BOND*
3 *ACT OF 2006*

4
5 *Article 1. General Provisions*

6
7 8879.50. (a) *As used in this chapter and in Chapter 12.49*
8 *(commencing with Section 8879.20), the following terms have the*
9 *following meanings:*

10 (1) *“Commission” means the California Transportation*
11 *Commission.*

12 (2) *“Department” means the Department of Transportation.*

13 (3) *“Administrative agency” means the state agency responsible*
14 *for programming bond funds made available by Chapter 12.49*
15 *(commencing with Section 8879.20), as specified in subdivision*
16 *(c).*

17 (4) *Unless otherwise specified in this chapter, “project” includes*
18 *equipment purchase, construction, right-of-way acquisition, and*
19 *project delivery costs.*

20 (5) *“Recipient agency” means the recipient of bond funds made*
21 *available by Chapter 12.49 (commencing with Section 8879.20)*
22 *that is responsible for implementation of an approved project.*

23 (6) *“Fund” shall have the meaning as defined in subdivision*
24 *(c) of Section 8879.20.*

25 (b) *Administrative costs, including audit and program oversight*
26 *costs for agencies, commissions, or departments administering*
27 *programs funded pursuant to this chapter, recoverable by bond*
28 *funds shall not exceed 3 percent of the program’s cost.*

29 (c) *The administrative agency for each bond account is as*
30 *follows:*

31 (1) *The commission is the administrative agency for the Corridor*
32 *Mobility Improvement Account; the Trade Corridors Improvement*
33 *Fund; the Transportation Facilities Account; the State Route 99*
34 *Account; the State and Local Partnership Program Account; the*
35 *Local Bridge Seismic Retrofit Account; the Highway-Railroad*
36 *Crossing Safety Account; and the Highway Safety, Rehabilitation*
37 *and Preservation Account.*

38 (2) *The Controller is the administrative agency for the Local*
39 *Street and Road Improvement, Congestion Relief and Traffic Safety*
40 *Account of 2006.*

1 (3) *The Office of Homeland Security and the Office of*
2 *Emergency Services are the administrative agencies for the Port*
3 *and Maritime Security Account and the Transit System Safety,*
4 *Security, and Disaster Response Account.*

5 (4) *The department is the administrative agency for the Public*
6 *Transportation Modernization, Improvement, and Service*
7 *Enhancement Account.*

8 (d) *The administrative agency may not approve project fund*
9 *allocations for any project until the recipient agency provides a*
10 *project funding plan that demonstrates that the funds are expected*
11 *to be reasonably available and sufficient to complete the project.*
12 *The administrative agency may approve funding for useable project*
13 *segments only if the benefits associated with each individual*
14 *segment are sufficient to meet the objectives of the program from*
15 *which the individual segment is funded.*

16 (e) *Guidelines adopted by the administrative agency pursuant*
17 *to this chapter and Chapter 12.49 (commencing with Section*
18 *8879.20) are intended to provide internal guidance for the agency*
19 *and shall be exempt from the Administrative Procedure Act*
20 *(Chapter 3.5 (commencing with Section 11340) of Part 1 of*
21 *Division 3), and shall do all of the following:*

22 (1) *Provide for the audit of project expenditures and outcomes.*

23 (2) *Require that the useful life of the project be identified as*
24 *part of the project nomination process.*

25 (3) *Require that project nominations have project delivery*
26 *milestones, including, but not limited to, start and completion dates*
27 *for environmental clearance, land acquisition, design, construction*
28 *bid award, construction completion, and project closeout, as*
29 *applicable.*

30 (f) (1) *As a condition for allocation of funds to a specific project*
31 *under Chapter 12.49 (commencing with Section 8879.20), the*
32 *administrative agency shall require the recipient agency to report,*
33 *on a semiannual basis, on the activities and progress made toward*
34 *implementation of the project. The administrative agency shall*
35 *forward the report to the Department of Finance by means*
36 *approved by the Department of Finance. The purpose of the report*
37 *is to ensure that the project is being executed in a timely fashion,*
38 *and is within the scope and budget identified when the decision*
39 *was made to fund the project. If it is anticipated that project costs*
40 *will exceed the approved project budget, the recipient agency shall*

1 provide a plan to the administrative agency for achieving the
2 benefits of the project by either downscoping the project to remain
3 within budget or by identifying an alternative funding source to
4 meet the cost increase. The administrative agency may either
5 approve the corrective plan or direct the recipient agency to modify
6 its plan.

7 (2) Within six months of the project becoming operable, the
8 recipient agency shall provide a report to the administrative agency
9 on the final costs of the project as compared to the approved
10 project budget, the project duration as compared to the original
11 project schedule as of the date of allocation, and performance
12 outcomes derived from the project compared to those described
13 in the original application for funding. The administrative agency
14 shall forward the report to the Department of Finance by means
15 approved by the Department of Finance.

16
17 *Article 2. State Route 99 Account*
18

19 8879.51. (a) Funds for the program contained in subdivision
20 (b) of Section 8879.23 shall be deposited in the State Route 99
21 Account, which is hereby created in the fund. The funds in the
22 account shall be available to the department, as allocated by the
23 commission, upon appropriation by the Legislature.

24 (b) The commission shall include in its annual report to the
25 Legislature, required by Section 14535, a summary of its activities
26 relate to the administration of this program. The summary should,
27 at a minimum, include a description and the location of the projects
28 contained in the program, the amount of funds allocated to each
29 project, the status of each project, and a description of the
30 improvements the program is achieving.

31
32 *Article 3. Port and Maritime Security Account*
33

34 8879.53. (a) Funds for the program contained in paragraph
35 (3) of subdivision (c) of Section 8879.23 shall be deposited in the
36 Port and Maritime Security Account, which is hereby created in
37 the fund.

38 (b) Funds in the account shall be available to the Office of
39 Homeland Security (OHS), within the Office of Emergency
40 Services, upon appropriation by the Legislature. Funds shall be

1 made available as grants to eligible applicants, as defined in
2 paragraph (3) of subdivision (c) of Section 8879.23, for capital
3 projects that include, but are not limited to, those projects
4 described in paragraph (3) of subdivision (c) of Section 8879.23.

5 (c) Prior to allocating funds to projects from the account, the
6 OHS shall adopt guidelines to establish the criteria and process
7 for the distribution of funds. At least 30 days prior to adopting the
8 guidelines, the OHS shall hold a public hearing on the proposed
9 guidelines and shall provide opportunity for public review and
10 comment.

11 (d) In allocating funds from the account, the OHS shall do the
12 following:

13 (1) Address the state's most urgent maritime security needs.

14 (2) Balance the demands of the various ports (between large
15 and small).

16 (3) Provide reasonable geographic balance in the distribution
17 of funds.

18 (e) The OHS's activities to implement this section shall be
19 incorporated into the report to the Legislature required in
20 paragraph (3) of subdivision (c) of Section 8879.23.

21
22 *Article 4. Transportation Facilities Account*

23
24 8879.54. For the program funded by funds deposited in the
25 Transportation Facilities Account established in subdivision (e)
26 of Section 8879.23, the commission shall include in its annual
27 report to the Legislature, required by Section 14535, a summary
28 of its activities related to the administration of this program. The
29 summary should, at a minimum, include a description and the
30 location of the projects contained in the program, the amount of
31 funds allocated to each project, the status of each project, and a
32 description of the improvements the program is achieving.

33
34 *Article 5. Public Transportation Modernization, Improvement,*
35 *and Service Enhancement Account*

36
37 8879.55. For funds appropriated for fiscal year 2007–08 in
38 the Budget Act of 2007 from the Public Transportation
39 Modernization, Improvement, and Service Enhancement Account

- 1 *(PTMISEA) established pursuant to paragraph (1) of subdivision*
2 *(f) of Section 8879.23, the following shall apply:*
- 3 *(a) (1) Upon appropriation of funds from PTMISEA, the*
4 *Controller shall identify and develop a list of eligible project*
5 *sponsors, as defined in paragraph (2) of subdivision (h), and the*
6 *amount each is eligible to receive pursuant to the formula in*
7 *paragraph (3) of subdivision (f) of Section 8879.23. It is the intent*
8 *of the Legislature that funds allocated to project sponsors pursuant*
9 *to this section provide each project sponsor with the same*
10 *proportional share of funds as the proportional share each received*
11 *from the allocation of State Transit Assistance funds, pursuant to*
12 *Sections 99313 and 99314 of the Public Utilities Code, over fiscal*
13 *years 2004–05, 2005–06, and 2006–07.*
- 14 *(2) In establishing the amount of funding each project sponsor*
15 *is eligible to receive from funds to be allocated based on Section*
16 *99313 of the Public Utilities Code, the Controller shall make the*
17 *following computations:*
- 18 *(A) For each project sponsor, compute the amounts of State*
19 *Transit Assistance funds allocated to that entity pursuant to Section*
20 *99313 of the Public Utilities Code during the 2004–05, 2005–06,*
21 *and 2006–07 fiscal years.*
- 22 *(B) Compute the total statewide allocation of State Transit*
23 *Assistance funds pursuant to Section 99313 of the Public Utilities*
24 *Code during the 2004–05, 2005–06, and 2006–07 fiscal years.*
- 25 *(C) Divide subparagraph (A) by subparagraph (B).*
- 26 *(D) For each project sponsor, multiply the allocation factor*
27 *computed pursuant to subparagraph (C) by 50 percent of the*
28 *amount appropriated for allocation from PTMISEA.*
- 29 *(3) In establishing the amount of funding each project sponsor*
30 *is eligible to receive from funds to be allocated based on Section*
31 *99314 of the Public Utilities Code, the Controller shall make the*
32 *following computations:*
- 33 *(A) For each project sponsor, compute the amounts of State*
34 *Transit Assistance funds allocated to that entity pursuant to Section*
35 *99314 of the Public Utilities Code during the 2004–05, 2005–06,*
36 *and 2006–07 fiscal years.*
- 37 *(B) Compute the total statewide allocation of State Transit*
38 *Assistance funds pursuant to Section 99314 of the Public Utilities*
39 *Code during the 2004–05, 2005–06, and 2006–07 fiscal years.*
- 40 *(C) Divide subparagraph (A) by subparagraph (B).*

- 1 (D) For each project sponsor, multiply the allocation factor
2 computed pursuant to subparagraph (C) by 50 percent of the
3 amount appropriated for allocation from PTMISEA.
- 4 (4) The Controller shall notify project sponsors of the amount
5 of funding each is eligible to receive from PTMISEA for the
6 2007–08 fiscal year based on the computations pursuant to
7 subparagraph (D) of paragraph (2) and subparagraph (D) of
8 paragraph (3).
- 9 (b) Prior to seeking a disbursement of funds for an eligible
10 PTMISEA capital project, a project sponsor on the list developed
11 pursuant to paragraph (1) of subdivision (a) shall submit to the
12 department a description of the proposed capital project or projects
13 it intends to fund with PTMISEA funds for fiscal year 2007–08.
14 The description shall include all of the following:
- 15 (1) A summary of the proposed project, which shall describe
16 the benefit the project intends to achieve.
- 17 (2) The useful life of the project, which shall not be less than
18 the required useful life for capital assets pursuant to the State
19 General Obligation Bond Law (Chapter 4 (commencing with
20 Section 16720) of Part 3 of Division 4 of Title 2), specifically
21 subdivision (a) of Section 16727.
- 22 (3) The estimated schedule for the completion of the project.
- 23 (4) The total cost of the proposed project, including the
24 identification of all funding sources necessary for the project to
25 be completed.
- 26 (c) After receiving the information required to be submitted
27 under subdivision (b), the department shall review the information
28 solely to determine all of the following:
- 29 (1) The project is consistent with the requirements for funding
30 under paragraph (1) of subdivision (f) of Section 8879.23.
- 31 (2) The project is a capital improvement that meets the
32 requirements of the state’s general obligation bond law and has
33 a useful life consistent with paragraph (2) of subdivision (b).
- 34 (3) The project, or a minimum operable segment of the project,
35 is, or will become, fully funded with an allocation of funds from
36 the PTMISEA, and the funds can be encumbered within three years
37 of the allocation based on the department’s review of the project’s
38 phase or schedule for completion, as submitted by the project
39 sponsor.

1 (d) (1) Upon conducting the review required in subdivision (c)
2 and determining the proposed projects to be in compliance with
3 the requirements of that subdivision, the department shall
4 biannually adopt a list of projects eligible for an allocation from
5 the funds appropriated to the account in fiscal year 2007–08.

6 (2) Upon adoption of the list by the department, the department
7 shall provide the list of projects eligible for funding to the
8 Controller.

9 (e) Upon receipt of the information required in subdivision (d),
10 the Controller's office shall commence any necessary actions to
11 allocate funds to the project sponsors on the list of projects,
12 including, but not limited to, seeking the issuance of bonds for that
13 purpose. The total allocations to any one project sponsor shall
14 not exceed that project sponsor's share of funds from the PTMISEA
15 pursuant to the formula contained in subdivision (a).

16 (f) The audit of public transportation operator finances already
17 required under the Transportation Development Act pursuant to
18 Section 99245 of the Public Utilities Code shall be expanded to
19 include verification of receipt and appropriate expenditure of bond
20 funds pursuant to this section. Each sponsoring entity receiving
21 bond funds from this account in a fiscal year for which an audit
22 is conducted shall transmit a copy of the audit to the department,
23 and the department shall make the audits available to the
24 Legislature and the Controller for review on request.

25 (g) The commission shall include in its annual report to the
26 Legislature, required by Section 14535, a summary of the state
27 agencies' activities related to the administration of funds from the
28 account, including the administration of funds made available to
29 the department for intercity rail improvements pursuant to
30 paragraph (2) of subdivision (f) of Section 8879.23. The summary,
31 at a minimum, shall include a description and the location of the
32 projects funded from the account, the amount of funds allocated
33 to each project, the status of each project, a description of the
34 public benefit expected from each project, and a designation of
35 any projects that have been subject to an audit under subdivision
36 (f). The department and project sponsors shall provide the
37 commission with necessary information for the preparation of the
38 summary required under this subdivision.

39 (h) For purposes of this section, the following terms shall have
40 the following meanings:

1 (1) "Project" means a capital improvement authorized under
 2 paragraph (1) of subdivision (f) of Section 8879.23 or a transit
 3 capital project, including a bus, rail or waterborne transit capital
 4 project, or minimum operable segment thereof, that is consistent
 5 with the project sponsor's most recently adopted short-range
 6 transit plan, or other publicly-adopted plan that programs or
 7 prioritizes the expenditure of funds for transit capital
 8 improvements.

9 (2) "Project sponsor" means a transit operator, including a
 10 rail transit, commuter rail, bus, or waterborne transit operator,
 11 eligible to receive an allocation of funds under the State Transit
 12 Assistance program pursuant to Sections 99314 and 99314.3 of
 13 the Public Utilities Code, or a local agency, including a
 14 transportation planning agency, county transportation commission,
 15 or the San Diego Metropolitan Transit Development Board, eligible
 16 to receive an allocation of funds under the State Transit Assistance
 17 program pursuant to Section 99313 of the Public Utilities Code.

18 (i) A project sponsor that is identified to receive an allocation
 19 of funds under this section, but that does not submit a project for
 20 funding in the 2007-08 fiscal year, may utilize its funding share
 21 in a subsequent fiscal year.

22 8879.56. This article shall become inoperative on July 1, 2008,
 23 and, as of January 1, 2009, is repealed, unless a later enacted
 24 statute, that becomes operative on or before January 1, 2009,
 25 deletes or extends the dates on which it becomes inoperative and
 26 is repealed.

27

28 *Article 6. Transit System Safety, Security, and Disaster*
 29 *Response Account*

30

31 8879.57. Funds made available, upon appropriation of the
 32 Legislature, from the Transit System Safety, Security, and Disaster
 33 Response Account, created in subdivision (h) of Section 8879.23,
 34 shall be allocated as follows:

35 (a) (1) Sixty percent of available funds shall be allocated for
 36 capital expenditures to agencies and transit operators eligible to
 37 receive State Transit Assistance funds pursuant to Sections 99313
 38 and 99314 of the Public Utilities Code. Of these funds, 50 percent
 39 shall be allocated to eligible agencies using the formula in Section
 40 99314 of the Public Utilities Code, and 50 percent shall be

1 allocated to eligible agencies using the formula in Section 99313
2 of the Public Utilities Code, subject to the provisions governing
3 funds allocated under those sections. Funds allocated to the
4 Metropolitan Transportation Commission pursuant to Section
5 99313 of the Public Utilities Code shall be suballocated to transit
6 operators within its jurisdiction pursuant to Section 99314 of the
7 Public Utilities Code.

8 (2) Eligible capital expenditures shall include either of the
9 following:

10 (A) A capital project that provides increased protection against
11 a security or safety threat, including, but not limited to, the
12 following:

13 (i) Construction or renovation projects that are designed to
14 enhance the security of public transit stations, tunnels, guideways,
15 elevated structures, or other transit facilities and equipment.

16 (ii) Explosive device mitigation and remediation equipment.

17 (iii) Chemical, biological, radiological, and nuclear explosives
18 search, rescue, or response equipment.

19 (iv) Interoperable communications equipment.

20 (v) Physical security enhancement equipment.

21 (vi) The installation of fencing, barriers, gates, or related
22 security enhancements that are designed to improve the physical
23 security of transit stations, tunnels, guideways, elevated structures,
24 or other transit facilities and equipment.

25 (vii) Other security-related projects approved by the Office of
26 Homeland Security (OHS).

27 (B) Capital expenditures to increase the capacity of transit
28 operators to develop disaster response transportation systems that
29 can move people, goods, and emergency personnel and equipment
30 in the aftermath of a disaster impairing the mobility of goods,
31 people, and equipment.

32 (b) (1) Twenty-five percent of available funds shall be allocated
33 for capital expenditures to regional public waterborne transit
34 agencies authorized to operate a regional public water transit
35 system, including the operation of water transit vessels, terminals,
36 and feeder buses, and not otherwise eligible to receive State Transit
37 Assistance funds as of the effective date of this article. Funds shall
38 be allocated for eligible capital expenditures that enhance the
39 capacity of regional public waterborne transit agencies to provide
40 disaster response transportation systems that can move people,

1 goods, and emergency personnel and equipment in the aftermath
2 of a disaster or emergency.

3 (2) Eligible capital expenditures include, but are not limited to,
4 the construction or acquisition of new vessels, the capital
5 improvement or construction of docks, terminals, or other
6 waterborne transit facilities, the purchase of related equipment,
7 and the construction of fueling facilities. A project shall (A) provide
8 capital facilities and equipment to a regional public waterborne
9 transit system that enhances the ability of the system to respond
10 to a regional emergency, (B) be included in a regional plan,
11 including, but not limited to, a regional plan for waterborne transit
12 expansion or disaster response preparedness, and (C) provide
13 maximum flexibility in responding to disasters or emergencies.

14 (c) (1) Fifteen percent of available funds shall be made
15 available for capital expenditures to the intercity passenger rail
16 system described in Section 14035 and to the commuter rail systems
17 operated by the entities specified in Section 14072 and in Section
18 99314.1 of the Public Utilities Code. Operators who receive
19 funding pursuant to this subdivision shall not be eligible to receive
20 funding pursuant to subdivision (a).

21 (2) Eligible capital expenditures shall include either of the
22 following:

23 (A) A capital project that provides increased protection against
24 a security or safety threat, including, but not limited to, the
25 following:

26 (i) Construction or renovation projects that are designed to
27 enhance the security of public transit stations, tunnels, guideways,
28 elevated structures, or other transit facilities and equipment.

29 (ii) Explosive device mitigation and remediation equipment.

30 (iii) Chemical, biological, radiological, and nuclear explosives
31 search, rescue, or response equipment.

32 (iv) Interoperable communications equipment.

33 (v) Physical security enhancement equipment.

34 (vi) The installation of fencing, barriers, gates, or related
35 security enhancements that are designed to improve the physical
36 security of transit stations, tunnels, guideways, elevated structures,
37 or other transit facilities and equipment.

38 (vii) Other security-related projects approved by OHS.

39 (B) Capital expenditures to increase the capacity of transit
40 operators to develop disaster response transportation systems that

1 can move people, goods, and emergency personnel and equipment
2 in the aftermath of a disaster impairing the mobility of goods,
3 people, and equipment.

4 8879.58. (a) (1) No later than September 1 of the first fiscal
5 year in which the Legislature appropriates funds from the Transit
6 System Safety, Security, and Disaster Response Account, and no
7 later than September 1 of each fiscal year thereafter in which funds
8 are appropriated from that account, the Controller shall develop
9 and make public a list of eligible agencies and transit operators
10 and the amount of funds each is eligible to receive from the account
11 pursuant to subdivision (a) of Section 8879.57. It is the intent of
12 the Legislature that funds allocated to specified recipients pursuant
13 to this section provide each recipient with the same proportional
14 share of funds as the proportional share each received from the
15 allocation of State Transit Assistance funds, pursuant to Sections
16 99313 and 99314 of the Public Utilities Code, over fiscal years
17 2004–05, 2005–06, and 2006–07.

18 (2) In establishing the amount of funding each eligible recipient
19 is to receive under subdivision (a) of Section 8879.57 from
20 appropriated funds to be allocated based on Section 99313 of the
21 Public Utilities Code, the Controller shall make the following
22 computations:

23 (A) For each eligible recipient, compute the amounts of State
24 Transit Assistance funds allocated to that recipient pursuant to
25 Section 99313 of the Public Utilities Code during the 2004–05,
26 2005–06, and 2006–07 fiscal years.

27 (B) Compute the total statewide allocation of State Transit
28 Assistance funds pursuant to Section 99313 of the Public Utilities
29 Code during the 2004–05, 2005–06, and 2006–07 fiscal years.

30 (C) Divide subparagraph (A) by subparagraph (B).

31 (D) For each eligible recipient, multiply the allocation factor
32 computed pursuant to subparagraph (C) by 50 percent of the
33 amount available for allocation pursuant to subdivision (a) of
34 Section 8879.57.

35 (3) In establishing the amount of funding each eligible recipient
36 is eligible to receive under subdivision (a) of Section 8879.57 from
37 funds to be allocated based on Section 99314 of the Public Utilities
38 Code, the Controller shall make the following computations:

39 (A) For each eligible recipient, compute the amounts of State
40 Transit Assistance funds allocated to that recipient pursuant to

- 1 Section 99314 of the Public Utilities Code during the 2004–05,
2 2005–06, and 2006–07 fiscal years.
- 3 (B) Compute the total statewide allocation of State Transit
4 Assistance funds pursuant to Section 99314 of the Public Utilities
5 Code during the 2004–05, 2005–06, and 2006–07 fiscal years.
- 6 (C) Divide subparagraph (A) by subparagraph (B).
- 7 (D) For each eligible recipient, multiply the allocation factor
8 computed pursuant to subparagraph (C) by 50 percent of the
9 amount available for allocation pursuant to subdivision (a) of
10 Section 8879.57.
- 11 (4) The Controller shall notify eligible recipients of the amount
12 of funding each is eligible to receive pursuant to subdivision (a)
13 of Section 8879.57 for the duration of time that these funds are
14 made available for these purposes based on the computations
15 pursuant to subparagraph (D) of paragraph (2) and subparagraph
16 (D) of paragraph (3).
- 17 (b) Prior to seeking a disbursement of funds for an eligible
18 project, an agency or transit operator on the public list described
19 in paragraph (1) of subdivision (a) shall submit to OHS a
20 description of the project it proposes to fund with its share of funds
21 from the account. The description shall include all of the following:
- 22 (1) A summary of the proposed project that describes the safety,
23 security, or emergency response benefit that the project intends
24 to achieve.
- 25 (2) That the useful life of the project shall not be less than the
26 required useful life for capital assets specified subdivision (a) of
27 Section 16727.
- 28 (3) The estimated schedule for the completion of the project.
- 29 (4) The total cost of the proposed project, including
30 identification of all funding sources necessary for the project to
31 be completed.
- 32 (c) After receiving the information required to be submitted
33 under subdivision (b), OHS shall review the information to
34 determine all of the following:
- 35 (1) The project is consistent with the purposes described in
36 subdivision (h) of Section 8879.23.
- 37 (2) The project is an eligible capital expenditure, as described
38 in subdivision (a) of Section 8879.57.
- 39 (3) The project is a capital improvement that meets the
40 requirements of paragraph (2) of subdivision (b).

1 (4) The project, or a useful component thereof, is, or will become
2 fully funded with an allocation of funds from the Transit System
3 Safety, Security, and Disaster Response Account.

4 (d) (1) Upon conducting the review required in subdivision (c)
5 and determining that a proposed project meets the requirements
6 of that subdivision, OHS shall, on a quarterly basis, provide the
7 Controller with a list of projects and the sponsoring agencies or
8 transit operators eligible to receive an allocation from the account.

9 (2) The list of projects submitted to the Controller for allocation
10 for any one fiscal year shall be constrained by the total amount of
11 funds appropriated by the Legislature for the purposes of this
12 section for that fiscal year.

13 (3) For a fiscal year in which the number of projects submitted
14 for funding under this section exceeds available funds, OHS shall
15 prioritize projects contained on the lists submitted pursuant to
16 paragraph (1) so that (A) projects addressing the greatest risks to
17 the public have the highest priority and (B) to the maximum extent
18 possible, the list reflects a distribution of funding that is
19 geographically balanced.

20 (e) Upon receipt of the information from OHS required by
21 subdivision (d), the Controller's office shall commence any
22 necessary actions to allocate funds to eligible agencies and transit
23 operators sponsoring projects on the list of projects, including,
24 but not limited to, seeking the issuance of bonds for that purpose.
25 The total allocations to any one eligible agency or transit operator
26 shall not exceed that agencies or transit operator's share of funds
27 from the account pursuant to the formula contained in subdivision
28 (a) of Section 8879.57.

29 (f) The Controller's office may, pursuant to Section 12410, use
30 its authority to audit the use of state bond funds on projects
31 receiving an allocation under this section. Each eligible agency
32 or transit operator sponsoring a project subject to an audit shall
33 provide any and all data requested by the Controller's office in
34 order to complete the audit. The Controller's office shall transmit
35 copies of all completed audits to OHS and to the policy committees
36 of the Legislature with jurisdiction over transportation and budget
37 issues.

38 8879.59. (a) For funds appropriated from the Transit System
39 Safety, Security, and Disaster Response Account for allocation to
40 transit agencies eligible to receive funds pursuant to subdivisions

- 1 *(b) of Section 8879.57, the Office of Emergency Services (OES)*
2 *shall administer a grant application and award program for those*
3 *transit agencies and intercity.*
- 4 *(b) Funds awarded to transit agencies pursuant to this section*
5 *shall be for eligible capital expenditures as described in*
6 *subdivision (b) of Section 8879.57.*
- 7 *(c) Prior to allocating funds to projects pursuant to this section,*
8 *OES shall adopt guidelines to establish the criteria and process*
9 *for the distribution of funds described in this section. Prior to*
10 *adopting the guidelines, OES shall hold a public hearing on the*
11 *proposed guidelines.*
- 12 *(d) For each fiscal year in which funds are appropriated for*
13 *the purposes of this section, OES shall issue a notice of funding*
14 *availability no later than October 1.*
- 15 *(e) No later than December 1, of each fiscal year in which the*
16 *notice in subdivision (d) is issued, eligible transit agencies may*
17 *submit project nominations for funding to OES for its review and*
18 *consideration. Project nominations shall include all of the*
19 *following:*
- 20 *(1) A description of the project, which shall illustrate the*
21 *physical components of the project and the security or emergency*
22 *response benefit to be achieved by the completion of the project.*
- 23 *(2) Identification of all nonbond sources of funding committed*
24 *to the project.*
- 25 *(3) An estimate of the project's full cost and the proposed*
26 *schedule for the project's completion.*
- 27 *(f) No later than February 1, OES shall select eligible projects*
28 *to receive grants under this section. Grants awarded to eligible*
29 *transit agencies pursuant to subdivision (b) of Section 8879.57*
30 *shall be for eligible capital expenditures, as described in paragraph*
31 *(2) of subdivision (b) of that section.*
- 32 *8879.60. (a) For funds appropriated from the Transit System*
33 *Safety, Security, and Disaster Response Account for allocation to*
34 *intercity and commuter rail operators eligible to receive funds*
35 *pursuant to subdivision (c) of Section 8879.57, OHS shall*
36 *administer a grant application and award program for those*
37 *intercity and commuter rail operators.*
- 38 *(b) Funds awarded to intercity and commuter rail operators*
39 *pursuant to this section shall be for eligible capital expenditures*
40 *as described in subdivision (c) of Section 8879.57.*

- 1 (c) Prior to allocating funds to projects pursuant to this section,
2 OHS shall adopt guidelines to establish the criteria and process
3 for the distribution of funds described in this section. Prior to
4 adopting the guidelines, OHS shall hold a public hearing on the
5 proposed guidelines.
- 6 (d) For each fiscal year in which funds are appropriated for
7 the purposes of this section, OHS shall issue a notice of funding
8 availability no later than October 1.
- 9 (e) No later than December 1, of each fiscal year in which the
10 notice in subdivision (d) is issued, eligible intercity and commuter
11 rail operators may submit project nominations for funding to OHS
12 for its review and consideration. Project nominations shall include
13 all of the following:
- 14 (1) A description of the project, which shall illustrate the
15 physical components of the project and the security or emergency
16 response benefit to be achieved by the completion of the project.
- 17 (2) Identification of all nonbond sources of funding committed
18 to the project.
- 19 (3) An estimate of the project's full cost and the proposed
20 schedule for the project's completion.
- 21 (f) No later than February 1, OHS shall select eligible projects
22 to receive grants under this section. Grants awarded to intercity
23 and commuter rail operators pursuant to subdivision (c) of Section
24 8879.57 shall be for eligible capital expenditures, as described in
25 subparagraphs (A) and (B) of paragraph (2) of subdivision (c) of
26 that section.
- 27 8879.61. (a) Entities described in subdivisions (a), (b), and
28 (c) of Section 8879.57 receiving an allocation of funds pursuant
29 to this article shall expend those funds within three fiscal years of
30 the fiscal year in which the funds were allocated. Funds remaining
31 unexpended thereafter shall revert to OHS or OES, as applicable,
32 for reallocation in subsequent fiscal years.
- 33 (b) Entities that receive grant awards from funds allocated
34 pursuant to subdivisions (b) or (c) of Section 8879.57 are not
35 eligible to receive awards from the funds allocated pursuant to
36 subdivision (a) of Section 8879.57.
- 37 (c) On or before May 1 of each year, OHS and OES shall report
38 to the Legislature on their activities under this article. The report
39 shall include a summary of the projects selected for funding during

1 *the fiscal year in which awards were made, as well as the status*
2 *of projects selected for funding in prior fiscal years.*

3 *(d) Funds appropriated for the program established by this*
4 *article in the Budget Act of 2007 shall be allocated consistent with*
5 *the allocation schedule established in Section 8879.57.*

6

7 *Article 7. Local Bridge Seismic Retrofit Account*

8

9 *8879.62. (a) Funds deposited in the Local Bridge Seismic*
10 *Retrofit Account established pursuant to subdivision (i) of Section*
11 *8879.23 shall be appropriated to the department to provide the*
12 *required match for federal Highway Bridge Replacement and*
13 *Repair funds available to the state for seismic work on local*
14 *bridges, ramps, and overpasses, as identified by the department.*

15 *(b) The commission shall allocate funds to the department based*
16 *upon an annual request for funding submitted to the commission*
17 *by the department on or before September 30 of each year and the*
18 *level of appropriation provided by the Legislature to the program.*
19 *The department may suballocate the funds to local agencies for*
20 *project implementation, where appropriate.*

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

28

29 *Article 8. Highway-Railroad Crossing Safety Account*

30

31 *8879.63. (a) Prior to allocating funds appropriated from the*
32 *Highway-Railroad Crossing Safety Account established pursuant*
33 *to subdivision (j) of Section 8879.23, the commission, in*
34 *cooperation with the Public Utilities Commission, the department,*
35 *and the High-Speed Rail Authority, shall adopt guidelines to*
36 *establish the criteria and process to allocate funds to an eligible*
37 *project in the program. The guidelines shall be adopted no later*
38 *than February 15, 2008, and only after the commission holds a*
39 *public hearing in northern California and a public hearing in*
40 *southern California to review and to receive public comment on*

1 *the proposed guidelines. The commission may incorporate the*
2 *hearings on the proposed guidelines into its regularly scheduled*
3 *hearings.*

4 *(b) Funds available under this section shall be used to provide*
5 *the state match for local, federal, or private funds for high-priority*
6 *grade separation and railroad crossing safety improvements in*
7 *California. The commission shall adopt strategies to invest these*
8 *funds in a manner to make railroad crossing safety improvements*
9 *at any of the following:*

10 *(1) Crossings where freight rail and passenger rail share the*
11 *affected guideway.*

12 *(2) Crossings with high incidents of motor vehicle-rail or*
13 *pedestrian-rail accidents.*

14 *(3) Crossings with high vehicle-hours of delay.*

15 *(4) Crossings where an improvement will result in quantifiable*
16 *emission benefits.*

17 *(5) Crossings where the improvement will improve the flow of*
18 *rail freight to or from a port facility.*

19 *(c) The guidelines adopted by the commission pursuant to*
20 *subdivision (a) shall articulate the amount of funds appropriated*
21 *to the account that will be expended for purposes of paragraph*
22 *(1) of subdivision (j) of Section 8879.23 and for purposes of*
23 *paragraph (2) of subdivision (j) of Section 8879.23.*

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

31

32 *Article 9. Highway Safety, Rehabilitation, and Preservation*
33 *Account*

34

35 *8879.64. (a) Funds appropriated from the Highway Safety,*
36 *Rehabilitation, and Preservation Account established in paragraph*
37 *(1) of subdivision (k) of Section 8879.23 shall be available to the*
38 *department, upon allocation by the commission, for improvements*
39 *to the state highway system that are consistent with the 10-year*

1 *State Highway Operation and Preservation Program (SHOPP)*
2 *Plan prepared pursuant to Section 14526.5.*

3 *(b) As part of the program required to be developed for*
4 *distribution of funds identified in paragraph (2) of subdivision (k)*
5 *of Section 8879.23, one hundred fifty million dollars*
6 *(\$150,000,000) of the amount appropriated for this purpose shall*
7 *be allocated to any city in the state with a population of over 3.5*
8 *million persons as of January 1, 2007, as determined by the*
9 *Population Research Unit of the Department of Finance pursuant*
10 *to Section 13073, that has a program for systemwide installation*
11 *and upgrade of traffic signals within its jurisdiction. Funds shall*
12 *be used for the purpose of upgrading and installing traffic signal*
13 *synchronization and completing systemwide installation within its*
14 *jurisdiction.*

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

22

23 *Article 10. Local Street and Road Improvement, Congestion*
24 *Relief, and Traffic Safety Account of 2006*

25

26 *8879.65. (a) Funds appropriated from the Local Street and*
27 *Road Improvement, Congestion Relief, and Traffic Safety Account*
28 *of 2006, established by subdivision (l) of Section 8879.23, shall*
29 *be made available to the Controller for allocation to cities,*
30 *counties, and a city and county. The list of projects expected to be*
31 *funded with bond funds shall include a description and the location*
32 *of the proposed project, a proposed schedule for the project's*
33 *completion, and the estimated useful life of the capital*
34 *improvement. From bond funds appropriated in the 2007–08 fiscal*
35 *year for cities, including a city and county, each city, and city and*
36 *county, shall receive at least its minimum allocation of four*
37 *hundred thousand dollars (\$400,000), as described in*
38 *subparagraph (B) of paragraph (1) of subdivision (l) of Section*
39 *8879.23. The remainder of the funds appropriated for cities,*
40 *including a city and county, shall be allocated in the proportion*

1 *described in subparagraph (B) of paragraph (1) of subdivision (l)*
2 *of Section 8879.23. In no case shall a city, or a city and county,*
3 *receive an allocation in excess of its total share, as described in*
4 *subdivision (l) of Section 8879.23.*

5 *(b) Prior to receiving an allocation of funds from the Controller*
6 *in a fiscal year, an eligible local agency shall submit to the*
7 *Department of Finance a list of projects expected to be funded*
8 *with bond funds pursuant to an adopted city, county, or city and*
9 *county budget. All projects proposed to be funded with funds from*
10 *the account shall be included in a city, county, or city and county*
11 *budget that is adopted by the applicable city council or board of*
12 *supervisors at a regular public meeting.*

13 *(1) The Department of Finance shall report monthly to the*
14 *Controller the eligible local agencies that have submitted a list of*
15 *projects as described in this subdivision.*

16 *(2) Upon receipt of the information described in paragraph (1),*
17 *the Controller shall allocate funds to those agencies that have*
18 *submitted a list of projects, as reported by the Department of*
19 *Finance.*

20 *(c) Upon expending funds from the account, a city, county, or*
21 *city and county shall submit documentation to the Department of*
22 *Finance which includes a description and location of each project,*
23 *the amount of funds expended on the project, the completion date,*
24 *and the project's estimated useful life. The documentation shall*
25 *be forwarded to the department, in a manner and form approved*
26 *by the department, at the end of each fiscal year until the funds in*
27 *the account are exhausted. The department may post the*
28 *information contained in the documentation on the department's*
29 *official Web site.*

30 *(d) A city, county, or city and county receiving funds pursuant*
31 *to this section shall have three fiscal years to expend the funds*
32 *from the date that the funds are allocated to it by the Controller,*
33 *and any funds not expended within that period shall be returned*
34 *to the Controller and be reallocated to other cities, counties, or a*
35 *city and county, as applicable, pursuant to the allocation formulas*
36 *set forth in subparagraph (A) or (B) of paragraph (1) of subdivision*
37 *(l) of Section 8879.23, but excluding the requirement for a*
38 *minimum city allocation as described in subparagraph (B) of*
39 *paragraph (1) of that subdivision and section.*

1 (e) Subject to the requirements and conditions of this section,
 2 it is the intent of the Legislature to appropriate funds from the
 3 account so that the Controller may allocate funds to eligible local
 4 agencies in two cycles that cover four years, and so that the
 5 Controller may allocate at least one-half of each local agency's
 6 allocation amount in the first cycle of payments.

7 (f) The sum of three hundred fifty million dollars (\$350,000,000)
 8 is hereby appropriated from funds in the Local Street and Road
 9 Improvement, Congestion Relief, and Traffic Safety Account of
 10 2006 created pursuant to subdivision (l) of Section 8879.23, for
 11 allocation pursuant to this article, as an augmentation to the
 12 amount appropriated in Item 9350-104-6065 of the Budget Act of
 13 2007.

14 SEC. 2. Chapter 3.2 (commencing with Section 39625) is added
 15 to Part 2 of Division 26 of the Health and Safety Code, to read:

16
 17 CHAPTER 3.2. GOODS MOVEMENT EMISSION REDUCTION
 18 PROGRAM
 19

20 39625. The Legislature finds and declares as follows:

21 (a) In November 2006, the voters approved the Highway Safety,
 22 Traffic Reduction, Air Quality and Port Security Bond Act of 2006,
 23 also known as Proposition 1B, that, among other things, provided
 24 one billion dollars (\$1,000,000,000) to reduce emissions associated
 25 with the movement of freight along California's trade corridors.

26 (b) Proposition 1B requires these funds to be made available,
 27 upon appropriation by the Legislature and subject to the conditions
 28 and criteria provided by the Legislature, to the State Air Resources
 29 Board in order to reduce the emissions associated with goods
 30 movement.

31 (c) Proposition 1B further required these funds to be made
 32 available for emission reductions not otherwise required by law
 33 or regulation. These funds are intended to supplement existing
 34 funds used to finance strategies that reduce emissions and public
 35 health risk associated with the movement of freight commencing
 36 at the state's seaports and land ports of entry and transported
 37 through California's trade corridors.

38 (d) Tremendous growth in goods movement activity has created
 39 a public health crisis in communities located adjacent to ports and
 40 along trade corridors. It is the intent of the Legislature that these

1 funds be expended in a manner that reduces the health risk
2 associated with the movement of freight along California's trade
3 corridors.

4 (e) It is the intent of the Legislature that the state board
5 maximize the emission reduction benefits, achieve the earliest
6 possible health risk reduction in heavily impacted communities,
7 and provide incentives for the control of emission sources that
8 contribute to increased health risk in the future.

9 (f) It is the intent of the Legislature that the state board develop
10 partnerships between federal, state, and private entities involved
11 in goods movement to reduce emissions.

12 (g) The purpose of this chapter is to establish standards and
13 procedures for the expenditure of these funds.

14 39625.01. This chapter shall be known, and may be cited, as
15 the Goods Movement Emission Reduction Program.

16 39265.02. (a) As used in this chapter and in Chapter 12.49
17 (commencing with Section 8879.20) of Division 1 of Title 2 of the
18 Government Code, the following terms have the following
19 meanings:

20 (1) "Administrative agency" means the state agency responsible
21 for programming bond funds made available by Chapter 12.49
22 (commencing with Section 8879.20) of Division 1 of Title 2 of the
23 Government Code, as specified in subdivision (c).

24 (2) Unless otherwise specified in this chapter, "project" includes
25 equipment purchase, right-of-way acquisition, and project delivery
26 costs.

27 (3) "Recipient agency" means the recipient of bond funds made
28 available by Chapter 12.49 (commencing with Section 8879.20)
29 of Division 1 of Title 2 of the Government Code that is responsible
30 for implementation of an approved project.

31 (4) "Fund" shall have the meaning as defined in subdivision
32 (c) of Section 8879.20 of the Government Code.

33 (b) Administrative costs, including audit and program oversight
34 costs for the agency administering the program funded pursuant
35 to this chapter, recoverable by bond funds shall not exceed 5
36 percent of the program's costs.

37 (c) The State Air Resources Board is the administrative agency
38 for the Goods Movement Emission Reduction Program pursuant
39 to paragraph (2) of subdivision (c) of Section 8879.23 of the
40 Government Code.

- 1 *(d) The administrative agency may not approve project fund*
2 *allocations for any project until the recipient agency provides a*
3 *project funding plan that demonstrates that the funds are expected*
4 *to be reasonably available and sufficient to complete the project.*
5 *The administrative agency may approve funding for useable project*
6 *segments only if the benefits associated with each individual*
7 *segment are sufficient to meet the objectives of the program from*
8 *which the individual segment is funded.*
- 9 *(e) Guidelines adopted by the administrative agency pursuant*
10 *to this chapter and Chapter 12.49 (commencing with Section*
11 *8879.20) of Division 1 of Title 2 of the Government Code are*
12 *intended to provide internal guidance for the agency and shall be*
13 *exempt from the Administrative Procedure Act (Chapter 3.5*
14 *(commencing with Section 11340) of Part 1 of Division 3 of the*
15 *Government Code), and shall do all of the following:*
- 16 *(1) Provide for audit of project expenditures and outcomes.*
17 *(2) Require that the useful life of the project be identified as*
18 *part of the project nomination process.*
19 *(3) Require that project nominations have project delivery*
20 *milestones, including, but not limited to, start and completion dates*
21 *for environmental clearance, land acquisition, design, construction*
22 *bid award, construction completion, and project closeout, as*
23 *applicable.*
- 24 *(f) (1) As a condition for allocation of funds to a specific project*
25 *under Chapter 12.49 (commencing with Section 8879.20), the*
26 *administrative agency shall require the recipient agency to report,*
27 *on a semiannual basis, on the activities and progress made toward*
28 *implementation of the project. The administrative agency shall*
29 *forward the report to the Department of Finance by means*
30 *approved by the Department of Finance. The purpose of the report*
31 *is to ensure that the project is being executed in a timely fashion,*
32 *and is within the scope and budget identified when the decision*
33 *was made to fund the project. If it is anticipated that project costs*
34 *will exceed the approved project budget, the recipient agency shall*
35 *provide a plan to the administrative agency for achieving the*
36 *benefits of the project by either downscoping the project to remain*
37 *within budget or by identifying an alternative funding source to*
38 *meet the cost increase. The administrative agency may either*
39 *approve the corrective plan or direct the recipient agency to modify*
40 *its plan.*

1 (2) *Within six months of the project becoming operable, the*
2 *recipient agency shall provide a report to the administrative agency*
3 *on the final costs of the project as compared to the approved*
4 *project budget, the project duration as compared to the original*
5 *project schedule as of the date of allocation, and performance*
6 *outcomes derived from the project compared to those described*
7 *in the original application for funding. The administrative agency*
8 *shall forward the report to the Department of Finance by means*
9 *approved by the Department of Finance.*

10 39625.1. *As used in this chapter, the following terms have the*
11 *following meanings:*

12 (a) *“Applicant” means any local public entity involved in the*
13 *movement of freight through trade corridors of the state or involved*
14 *in air quality improvements associated with goods movement.*

15 (b) *“Emission” or “emissions” means emissions including, but*
16 *not limited to, diesel particulate matter, oxides of nitrogen, oxides*
17 *of sulfur, and reactive organic gases.*

18 (c) *“Emission sources” means one of the following categories*
19 *of sources of air pollution associated with the movement of freight*
20 *through California’s trade corridors: heavy-duty trucks,*
21 *locomotives, commercial harbor craft, ocean-going vessels related*
22 *to freight, and cargo-handling equipment.*

23 (d) *“Goods movement facility” means airports, seaports, land*
24 *ports of entry, freight distribution warehouses and logistic centers,*
25 *freight rail systems, and highways that have a high volume of truck*
26 *traffic related to the movement of goods, as determined by the state*
27 *board.*

28 (e) *“Trade corridors” means any of the following areas: the*
29 *Los Angeles/Inland Empire region, the Central Valley region, the*
30 *Bay Area region, and the San Diego/border region.*

31 39625.3. *Funding pursuant to this chapter may include grants,*
32 *loans, and loan guarantees.*

33 39625.5. (a) (1) *Upon appropriation by the Legislature from*
34 *the funds made available by paragraph (2) of subdivision (c) of*
35 *Section 8879.23 of the Government Code, the state board shall*
36 *allocate funds on a competitive basis for projects that are shown*
37 *to achieve the greatest emission reductions from each emission*
38 *source identified in subdivision (c) of Section 39625.1, not*
39 *otherwise required by law or regulation, or by a memorandum of*
40 *understanding or any other agreement executed between a railroad*

1 company and a state or federal agency, a local air quality
2 management district, or a local air pollution control district,
3 including, but not limited to, the ARB/Railroad Statewide
4 Agreement Particulate Emissions Reductions Program at
5 California Rail Yards, dated June 2005, from activities related to
6 the movement of freight along California's trade corridors,
7 commencing at the state's airports, seaports, and land ports of
8 entry.

9 (2) Projects eligible for funding pursuant to paragraph (1) shall
10 include, but are not limited to, the following:

11 (A) The replacement, repower, or retrofit of heavy-duty diesel
12 trucks.

13 (B) The replacement, repower, or retrofit of diesel locomotive
14 engines, with priority given to switching locomotive engines.

15 (C) The replacement, repower, or retrofit of harbor craft that
16 operates at the state's seaports.

17 (D) The provision of on-shore electrical power for ocean freight
18 carriers calling at the state's seaports to reduce the use of auxiliary
19 and main engine ship power.

20 (E) Mobile or portable shoreside distributed power generation
21 projects that eliminate the need to use the electricity grid.

22 (F) The replacement, repower, or retrofit of cargo handling
23 equipment that operates at the state's seaports and rail yards.

24 (G) Electrification infrastructure to reduce engine idling and
25 use of internal combustion auxiliary power systems at truck stops,
26 intermodal facilities, distribution centers, and other places where
27 trucks congregate.

28 (b) (1) The state board shall allocate funds in a manner that
29 gives priority to emission reduction projects that achieve the
30 earliest possible reduction of health risk in communities with the
31 highest health risks from goods movement facilities.

32 (2) In evaluating which projects to fund, the state board shall
33 at a minimum consider all of the following criteria:

34 (A) The magnitude of the emission reduction.

35 (B) The public health benefits of the emission reduction.

36 (C) The cost-effectiveness and sustainability of the emissions
37 reductions.

38 (D) The severity and magnitude of the emission source's
39 contributions to emissions.

- 1 (E) *Regulatory and State Implementation Plan requirements,*
2 *and the degree of surplus emissions to be reduced.*
- 3 (F) *The reduction in greenhouse gases, consistent with and*
4 *supportive of emission reduction goals, consistent with existing*
5 *law.*
- 6 (G) *The extent to which advanced emission reduction*
7 *technologies are to be used.*
- 8 (H) *The degree to which funds are leveraged from other sources.*
- 9 (I) *The degree to which the project reduces air pollutants or*
10 *air contaminants in furtherance of achieving state and federal*
11 *ambient air quality standards and reducing toxic air contaminants.*
- 12 (J) *The total emission reductions a project would achieve over*
13 *its lifetime per state dollar invested.*
- 14 (K) *Whether an emissions reduction is likely to occur in a*
15 *location where emissions sources in the area expose individuals*
16 *and population groups to elevated emissions that result in adverse*
17 *health effects and contribute to cumulative human exposures to*
18 *pollution.*
- 19 (c) *The state board shall ensure that state bond funds are*
20 *supplemented and matched with funds from federal, local, and*
21 *private sources to the maximum extent feasible.*
- 22 39626. (a) (1) *The state board shall develop guidelines by*
23 *December 31, 2007, consistent with the requirements of this*
24 *chapter, to implement Section 39625.5, in consultation with*
25 *stakeholders, including, but not limited to, local air quality*
26 *management and air pollution control districts, metropolitan*
27 *planning organizations, port authorities, shipping lines, railroad*
28 *companies, trucking companies, harbor craft owners, freight*
29 *distributers, terminal operators, local port community advisory*
30 *groups, community interest groups, and airports. The guidelines*
31 *shall, at a minimum, include all of the following:*
- 32 (A) *An application process for the funds, and any limits on*
33 *administrative costs, including a local administrative cost limit of*
34 *up to 5 percent.*
- 35 (B) *A requirement for a contribution of a specified percentage*
36 *of funds leveraged from other sources or in-kind contributions*
37 *toward the project.*
- 38 (C) *Project selection criteria.*
- 39 (D) *The method by which the state board will consider the air*
40 *basin's status in maintaining and achieving state and federal*

1 *ambient air quality standards and the public health risk associated*
2 *with goods movement-related emissions and toxic air contaminants.*

3 *(E) Accountability and auditing requirements to ensure that*
4 *expenditure of bond proceeds, less administrative costs, meets*
5 *quantifiable emission reduction objectives in a timely manner, and*
6 *to ensure that the emission reductions will continue in California*
7 *for the project lifetime.*

8 *(F) Requirements for agreements between applicants and*
9 *recipients of funds executed by the state board related to the*
10 *identification of project implementation milestones and project*
11 *completion that ensure that if a recipient fails to accomplish project*
12 *milestones within a specified time period, the state board may*
13 *modify or terminate the agreement and seek other remedies as it*
14 *deems necessary.*

15 *(2) Prior to the adoption of the guidelines, the state board shall*
16 *hold no less than one public workshop in northern California, one*
17 *public workshop in the Central Valley, and one public workshop*
18 *in southern California.*

19 *(b) For each fiscal year in which funds are appropriated for*
20 *the purposes of this chapter, the state board shall issue a notice*
21 *of funding availability no later than November 30. For the 2007–08*
22 *fiscal year, if funds are appropriated for the purposes of this*
23 *chapter, the state board shall issue a notice of funding upon*
24 *adoption of the guidelines described in subdivision (a).*

25 *(c) (1) After applications have been submitted and reviewed*
26 *for consistency with the requirements of this chapter and the*
27 *Highway Safety, Traffic Reduction, Air Quality, and Port Security*
28 *Bond Act of 2006, the state board shall compile and release to the*
29 *public a preliminary list of all projects that the state board is*
30 *considering for funding and provide adequate opportunity for*
31 *public input and comment.*

32 *(2) The state board shall hold no less than one public workshop*
33 *in northern California, one public workshop in the Central Valley,*
34 *and one public workshop in southern California to discuss the*
35 *preliminary list. This requirement shall not apply to the funds*
36 *appropriated in the 2007–08 fiscal year.*

37 *(3) After the requirements of paragraphs (1) and (2) are met,*
38 *the state board shall adopt a final list of projects that will receive*
39 *funding at a regularly scheduled public hearing.*

1 (d) Nothing in this chapter authorizes the state board to program
2 funds not appropriated by the Legislature.

3 39626.5. (a) A project shall not be funded pursuant to this
4 chapter unless both of the following requirements are met:

5 (1) The project is sponsored by an applicant.

6 (2) The project is consistent with any comprehensive local or
7 regional plans or strategies to reduce emissions from goods
8 movement activities in its jurisdiction.

9 (b) Notwithstanding Section 16304.1 of the Government Code,
10 an applicant receiving funds pursuant to this chapter shall have
11 up to two years from the date that the funds are allocated to the
12 applicant to award the contract for implementation of the project,
13 or the funds shall revert to the California Ports Infrastructure,
14 Security, and Air Quality Improvement Account for allocation as
15 provided in paragraph (2) of subdivision (c) of Section 8879.23
16 of the Government Code upon appropriation by the Legislature.
17 Funds not liquidated within four years of the date of the award of
18 the contract between the applicant and the contractor shall revert
19 to the California Ports Infrastructure, Security, and Air Quality
20 Improvement Account for allocation as provided in paragraph (2)
21 of subdivision (c) of Section 8879.23 of the Government Code upon
22 appropriation by the Legislature. Returned funds or unspent funds
23 from obligated contracts received by the applicant prior to the end
24 of the liquidation period shall revert to the California Ports
25 Infrastructure, Security, and Air Quality Improvement Account
26 for allocation provided in paragraph (2) of subdivision (c) of
27 Section 8879.23 of the Government Code upon appropriation by
28 the Legislature.

29 (c) Of the amount appropriated in Item 3900–001–6054 of the
30 Budget Act of 2007, not more than twenty-five million dollars
31 (\$25,000,000) shall be available to the state board for the purpose
32 of executing grant agreements directly with ports, railroads, or
33 local air districts for eligible projects to achieve the earliest
34 possible health risk reduction from the emission sources identified
35 in subdivision (c) of Section 39625.1. It is the intent of the
36 Legislature that funds allocated pursuant to this subdivision be
37 distributed pursuant to the guidelines adopted by the state board
38 under Section 39626, and that the board provide sufficient
39 opportunity for the public to review and comment on any projects
40 proposed to be funded pursuant to this subdivision.

1 39627. *The state board may seek reimbursement for program*
 2 *administration costs annually through an appropriation in the*
 3 *Budget Act from funds available pursuant to paragraph (2) of*
 4 *subdivision (c) of Section 8879.23 of the Government Code.*

5 39627.5. *The state board shall submit an annual report to the*
 6 *Legislature summarizing its activities related to the administration*
 7 *of this chapter with the Governor's proposed budget, on January*
 8 *10, for the ensuing fiscal year. The summary shall, at a minimum,*
 9 *include a description of projects funded pursuant to this chapter,*
 10 *the amount of funds allocated for each project, the location of each*
 11 *project, the status of each project, and a quantitative description*
 12 *of the emissions reductions achieved through the project or*
 13 *program.*

14 SEC. 3. *Chapter 10 (commencing with Section 44299.90) is*
 15 *added to Part 5 of Division 26 of the Health and Safety Code, to*
 16 *read:*

17
 18 *CHAPTER 10. CALIFORNIA CLEAN SCHOOLBUS PROGRAM*
 19

20 44299.90. *The Legislature finds and declares as follows:*

21 (a) *Diesel emissions from schoolbuses contribute to significant*
 22 *health and safety risk to children, cause air pollution, and*
 23 *contribute to greenhouse gas emissions.*

24 (b) *The intent of this chapter is to ensure funds made available*
 25 *by the Highway Safety, Traffic Reduction, Air Quality, and Port*
 26 *Security Bond Act of 2006 are equitably distributed among*
 27 *geographic regions to retrofit and replace older and higher*
 28 *polluting schoolbuses in furtherance of improving air quality and*
 29 *protecting public health.*

30 44299.901. (a) *As used in this chapter and in Chapter 12.49*
 31 *(commencing with Section 8879.20) of Division 1 of Title 2 of the*
 32 *Government Code, the following terms have the following*
 33 *meanings:*

34 (1) *"Administrative agency" means the state agency responsible*
 35 *for programming bond funds made available by Chapter 12.49*
 36 *(commencing with Section 8879.20) of Division 1 of Title 2 of the*
 37 *Government Code, as specified in subdivision (c).*

38 (2) *Unless otherwise specified in this chapter, "project" includes*
 39 *equipment purchase, right-of-way acquisition, and project delivery*
 40 *costs.*

- 1 (3) "Recipient agency" means the recipient of bond funds made
2 available by Chapter 12.49 (commencing with Section 8879.20)
3 of Division 1 of Title 2 of the Government Code that is responsible
4 for implementation of an approved project.
- 5 (4) "Fund" shall have the meaning as defined in subdivision
6 (c) of Section 8879.20 of the Government Code.
- 7 (b) Administrative costs, including audit and program oversight
8 costs for the agency administering the program funded pursuant
9 to this chapter, recoverable by bond funds shall not exceed 5
10 percent of the program's costs.
- 11 (c) The State Air Resources Board is the administrative agency
12 for the schoolbus retrofit and replacement allocation pursuant to
13 subdivision (d) of Section 8879.23 of the Government Code.
- 14 (d) The administrative agency may not approve project fund
15 allocations for any project until the recipient agency provides a
16 project funding plan that demonstrates that the funds are expected
17 to be reasonably available and sufficient to complete the project.
18 The administrative agency may approve funding for useable project
19 segments only if the benefits associated with each individual
20 segment are sufficient to meet the objectives of the program from
21 which the individual segment is funded.
- 22 (e) Guidelines adopted by the administrative agency pursuant
23 to this chapter and Chapter 12.49 (commencing with Section
24 8879.20) of Division 1 of Title 2 of the Government Code are
25 intended to provide internal guidance for the agency and shall be
26 exempt from the Administrative Procedure Act (Chapter 3.5
27 (commencing with Section 11340) of Part 1 of Division 3 of the
28 Government Code), and shall do all of the following:
- 29 (1) Provide for audit of project expenditures and outcomes.
- 30 (2) Require that the useful life of the project be identified as
31 part of the project nomination process.
- 32 (3) Require that project nominations have project delivery
33 milestones, including, but not limited to, start and completion dates
34 for environmental clearance, land acquisition, design, construction
35 bid award, construction completion, and project closeout, as
36 applicable.
- 37 (f) (1) As a condition for allocation of funds to a specific project
38 under Chapter 12.49 (commencing with Section 8879.20), the
39 administrative agency shall require the recipient agency to report,
40 on a semiannual basis, on the activities and progress made toward

1 *implementation of the project. The administrative agency shall*
2 *forward the report to the Department of Finance by means*
3 *approved by the Department of Finance. The purpose of the report*
4 *is to ensure that the project is being executed in a timely fashion,*
5 *and is within the scope and budget identified when the decision*
6 *was made to fund the project. If it is anticipated that project costs*
7 *will exceed the approved project budget, the recipient agency shall*
8 *provide a plan to the administrative agency for achieving the*
9 *benefits of the project by either downscoping the project to remain*
10 *within budget or by identifying an alternative funding source to*
11 *meet the cost increase. The administrative agency may either*
12 *approve the corrective plan or direct the recipient agency to modify*
13 *its plan.*

14 *(2) Within six months of the project becoming operable, the*
15 *recipient agency shall provide a report to the administrative agency*
16 *on the final costs of the project as compared to the approved*
17 *project budget, the project duration as compared to the original*
18 *project schedule as of the date of allocation, and performance*
19 *outcomes derived from the project compared to those described*
20 *in the original application for funding. The administrative agency*
21 *shall forward the report to the Department of Finance by means*
22 *approved by the Department of Finance.*

23 *44299.91. Of the funds appropriated pursuant to Item*
24 *3900-001-6053 of Section 2.00 of the Budget Act of 2007, the State*
25 *Air Resources Board shall allocate the funds in accordance with*
26 *all of the following:*

27 *(a) All schoolbuses in operation in the state of model year 1976*
28 *or earlier shall be replaced.*

29 *(b) (1) The funds remaining after the allocation made pursuant*
30 *to subdivision (a) shall be apportioned to local air quality*
31 *management districts and air pollution control districts based on*
32 *the number of schoolbuses of model years 1977 to 1986, inclusive,*
33 *that are in operation within each district.*

34 *(2) Each district shall determine the percentage of its allocation*
35 *to spend between replacement of schoolbuses of model years 1977*
36 *to 1986, inclusive, and retrofit of schoolbuses of any model year.*
37 *Of the funds spent by a district for replacement of schoolbuses*
38 *pursuant to this paragraph, a district shall replace the oldest*
39 *schoolbuses of model years 1977 to 1986, inclusive, within the*
40 *district. Of the funds spent by a district for retrofit of schoolbuses*

1 *pursuant to this paragraph, a district shall retrofit the most*
2 *polluting schoolbuses within the district.*

3 *(c) All schoolbuses replaced pursuant to this section shall be*
4 *scrapped.*

5 *(d) These funds shall be administered by either the California*
6 *Energy Commission or the local air district.*

7 *SEC. 4. This act is an urgency statute necessary for the*
8 *immediate preservation of the public peace, health, or safety within*
9 *the meaning of Article IV of the Constitution and shall go into*
10 *immediate effect. The facts constituting the necessity are:*

11 *In order to implement the transportation programs funded by*
12 *voter-approved bonds as efficiently and expeditiously as possible,*
13 *it is necessary that this act take effect immediately.*

14 ~~SECTION 1. It is the intent of the Legislature to make statutory~~
15 ~~changes relating to the Budget Act of 2007.~~

16

17

18 CORRECTIONS: _____

19 Amended Date—Page 1.

20 _____

O

THIS PAGE INTENTIONALLY LEFT BLANK

AMENDED IN ASSEMBLY JULY 9, 2007

SENATE BILL

No. 976

Introduced by Senator Torlakson

February 23, 2007

An act to amend Section 66540.20 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 976, as amended, Torlakson. San Francisco Bay Area Water Transit Authority.

Existing law creates the San Francisco Bay Area Water Transit Authority with specified powers and duties relative to the development of a plan for implementation and operation of a water transit system on San Francisco Bay. Existing law requires that the primary focus of the authority and the plan be to provide new or expanded water transit services and related ground transportation terminal access services that were not in operation as of June 30, 1999.

This bill would instead require that the primary focus of the authority and the plan be to operate a comprehensive regional public water transit system and to coordinate waterborne transit emergency response activities.

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

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

1 SECTION 1. Section 66540.20 of the Government Code is
2 amended to read:

1 66540.20. (a) On July 10, 2003, the authority adopted the San
 2 Francisco Bay Area Water Transit Implementation and Operations
 3 Plan, consistent with the requirements of this title. The plan
 4 includes all appropriate landside, vessel, and support elements,
 5 operational and performance standards, and policies. The authority
 6 shall update the plan, as needed, subject to a public hearing.

7 (b) (1) Consistent with the requirements of this title, the
 8 authority certified the Final Programmatic Environmental Impact
 9 Report analyzing the expansion of ferry transit service in the San
 10 Francisco Bay area. The authority prepared the Final Programmatic
 11 Environmental Impact Report, adopted the Findings of Fact and
 12 Statement of Overriding Considerations, and the Mitigation
 13 Monitoring Plan in conformance with California Environmental
 14 Quality Act (CEQA) guidelines. An independent evaluation
 15 conducted by the Bay Area Air Quality Management District
 16 required by this title was also completed.

17 (2) The authority shall be authorized to operate a comprehensive
 18 San Francisco Bay area regional public water transit system
 19 consistent with Section 66540.24.

20 (c) The primary focus of the authority and the plan shall be to
 21 operate a comprehensive regional public water transit system and
 22 to coordinate waterborne transit emergency response activities,
 23 *especially with the Metropolitan Transportation Commission and*
 24 *other public entities providing ferry transit services.* The authority
 25 shall seek to cooperatively involve in the implementation, planning,
 26 and operations all existing water transit services and related ground
 27 transportation agencies in whose jurisdictions existing or planned
 28 water transit terminals are located. The authority shall operate in
 29 good faith to avoid negatively impacting water transit services and
 30 related ground transportation terminal access services in existence
 31 as of June 30, 1999. The authority may not request an allocation
 32 of any funds that were available to the Metropolitan Transportation
 33 Commission for allocation on June 30, 1999, including the
 34 revenues dedicated from state-owned bridges to ferry services as
 35 of June 30, 1999, and revenues derived continuously from sources
 36 in the amounts and manner as specified in law in effect as of June
 37 30, 1999, unless the request is for service transferred to the
 38 authority for vessels in operation as of January 1, 2003.

39 (d) The authority may not operate water transit services that are
 40 scheduled at the same time, from the same origin, and to the same

1 destination as publicly sponsored services, if those public services
2 were in operation as of June 30, 1999. The authority shall provide
3 ferry services at only those terminals in which docking rights have
4 been obtained with the consent of the owner of those rights.

5 (e) The authority shall negotiate in good faith, as described
6 below, with public sponsors of existing water transit services and
7 related ground transportation terminal access services to provide
8 services in the approved plan that would expand or augment
9 existing services in their service district, as defined by law, or in
10 plans of the Metropolitan Transportation Commission that existed
11 and were in effect as of June 30, 1999. Good faith negotiations
12 shall include all of the following steps:

13 (1) Notification by certified mail from the authority to the public
14 sponsor of existing water transit services or related ground
15 transportation terminal access services, hereafter referred to as the
16 notified agency, setting forth the specific services to be negotiated,
17 including performance standards and conditions and cost
18 reimbursement available according to the plan approved by the
19 Legislature.

20 (2) A period of 30 days from receipt of the notification required
21 under paragraph (1) for the notified agency to declare in writing
22 to the authority by certified mail their intent to negotiate in good
23 faith. If the notified agency does not so declare in writing to the
24 authority within 30 days, the notified agency shall be deemed not
25 interested in negotiating for the service and the authority may
26 announce a competitive bid process or take actions to directly
27 operate the service if the board of directors of the authority makes
28 a public finding that the action is in the public interest.

29 (3) A period of 90 days from declaration of intent to negotiate
30 by the notified agency for the authority and notified agency to
31 negotiate in good faith to reach agreement.

32 (4) The authority and notified agency, by mutual agreement,
33 may extend the period for good faith negotiations.

34 (5) Notwithstanding the procedure described in subdivision (f),
35 if at the end of 90 days or the mutually agreed-upon extension
36 period for negotiations, the authority and the notified agency have
37 not reached agreement for operation of the service, the authority
38 may announce a competitive bid process. The notified agency may
39 participate in that competitive bid process.

1 (f) If at the conclusion of the good faith negotiations process
2 there is a dispute between the authority and the notified agency as
3 to the impact of proposed new services on existing services, the
4 matter shall be submitted to the Metropolitan Transportation
5 Commission for resolution pursuant to Section 66516.5 of the
6 Government Code. The Metropolitan Transportation Commission
7 shall make a determination based on the demand model adopted
8 by the authority as to whether the proposed new service will have
9 a minor or major impact on services existing as of June 30, 1999.
10 A minor impact means an impact that reasonably and potentially
11 diverts less than 15 percent of the passengers using services that
12 were in existence as of June 30, 1999. A major impact means an
13 impact that reasonably and potentially diverts 15 percent or more
14 of the passengers using services that were in existence as of June
15 30, 1999. If the proposed new service will have a major impact,
16 the authority may not operate a water transit service in that location
17 without mutual agreement between the authority and the notified
18 agency. If the proposed new service will have a minor impact, the
19 authority may initiate service according to the procedures contained
20 in subdivision (e).

O



DATE: August 17, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) Fund Estimate Update Fiscal Year (FY) 2007-08 and Amendment No. 2

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 be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

Until FY 2006-07, Solano County had typically received between \$400,000 - \$500,000 per fiscal year in Northern County STAF. STAF has 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 and transit efforts.

Annually, the STA works with Transit Consortium staff representatives to develop a candidate list of projects and programs for STAF for both the Northern Counties and the Regional Paratransit. Metropolitan Transportation Commission (MTC)'s February 2007 Northern County-Solano STAF estimate included the FY 2006-07 carryover of \$2,098,608 and new funds in the amount of \$750,387 for a total of \$2,848,995. Most of the \$2 million in carryover resulted from one-time monies that were preliminarily programmed in FY 2007 for FY 2008. The list of projects and programs approved by the STA Board in June and July, 2007 is outlined on Attachment A which resulted in a balance of \$428,223.

Discussion:

The July 2007 Fund Estimate provided by MTC includes slightly higher revenue estimates than the original fund estimate. After honoring all the projects and programs preliminarily approved by the STA Board, the balance of funds available for programming increased from \$807,495 to \$1,023,442. The STA Board has already approved \$379,272 in projects and programs.

Three new requests for funding are being presented at this time. To continue into Phase II of the countywide Transit Consolidation Study, additional funding from STAF is

proposed. Given the issues raised during Phase I by transit and other local jurisdictions' staff, an extensive analysis is expected to be needed on governance, financial, operational, and other issues; this is more fully outlined in the separate Transit Consolidation TAC/Consortium report. Therefore, over \$100,000 is expected to be needed for Phase II. Funds will be requested from MTC in addition to the \$60,000 of Solano STAF recommended to be locally programmed.

Vallejo Transit has requested funds to evaluate consolidation with Benicia Transit from a near-term, operational point of view (See Attachment C). This will be conducted in conjunction with the implementation of the transfer of Rt. 70 from Benicia Transit to Vallejo Transit as well as with other operational assessment efforts underway. To complete this analysis, \$30,000 is recommended to be allocated to Vallejo Transit.

Dixon Redit-Ride has requested funds to complete a study to evaluate current operating practices in order to address cost efficiency as well as to develop new performance indicators and tracking methods (see Attachment D). Dixon Redit-Ride has experienced a nearly doubling of ridership in the past six years and currently utilizes all Transportation Development Act (TDA) funds for transit. The findings of this study will help guide how future transit is delivered in Dixon. To conduct this study, \$30,000 is recommended to be allocated to Dixon Redit-Ride.

With approval of the three items recommended above, a total of \$1,512,714 of the \$2,784,942 of the total STAF funds will be allocated and leave a balance of \$524,170. With the State Budget that was since approved this past week, staff recommends waiting until after MTC's revised fund estimate before programming additional STAF funds.

Fiscal Impact:

Along with the MTC Regional STAF to be requested from MTC, the approval of STAF funds for Transit Consolidation Study would allow the STA to complete Phase II of the Transit Consolidation Study and fund two related local transit operational studies.

Recommendation:

Forward a recommendation to the STA Board to approve the amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:

1. Transit Consolidation Phase II (\$60,000)
2. Vallejo Transit Consolidation/Implementation Study (\$30,000)
3. Dixon Redit-Ride Performance and Operating Study (\$30,000)

Attachments:

- A. Approved FY 2007-08 STAF project list
- B. Proposed amended FY 2007-08 STAF project list
- C. Vallejo Letter of Request
- D. Dixon Letter of Request

Approved¹
State Transit Assistance Funds Program
Allocation for FY 2007-08

NORTHERN COUNTIES STAF

<u>Revenue Estimates²</u>	<u>FY 2007-08</u>
Projected FY 2006-07 Carryover	\$2,098,608
Adjusted FY 2006-07 Carryover ³	\$1,818,608
FY 2007-08 STAF Estimate	\$ 393,234
Prop 42 Increment	\$ 357,153
Total	\$2,568,995

FY2007-08 Projects/Programs Preliminarily Approved

Capital Funding/Intercity Vehicles	\$1,000,000
Fairfield/Suisun Transit	\$ 230,000
Vallejo Transit	\$ 266,000
Reserved for Capital Funding/ Intercity Vehicles	\$ 504,000
	<u>\$1,000,000</u>

Fairfield/Suisun Transit Rt. 40/90 Operations ⁴	\$ 230,000
Vallejo Transit Rt. 70/80/85 Operations ³	\$ 165,000
I-80 HOV/Turner PSR ⁵	\$ 65,000
Intercity Solano Express Transit Marketing ³	\$ 125,000
I-80/I-680/I-780 Corridor Operations Plan Grant Match ⁴	\$ 62,500
Lifeline Projects Match ⁴	\$ 54,000
Fairfield Transit Study ⁴	\$ 60,000
Preliminarily Approved Subtotal:	\$1,761,500

FY 2006-07 Carryover not Preliminary Approved	\$ 57,108
FY 2007-08 STAF Estimate	\$ 393,234
Prop 42 Increment	\$ 357,153
TOTAL:	\$ 807,495

Draft Projects/Programs

Transit Coordination & Administration	\$ 242,711
Lifeline Program Administration	\$ 15,000
Lifeline Projects Match	\$ 54,000
Expenditure Plan	\$ 38,000
Intercity Transit Funding Operations (Vjo/Rio Vista) ⁶	\$ 9,561
Safe Routes to Transit Study	\$ 20,000
TOTAL:	\$ 379,272

Balance **\$ 428,223**

¹ STA Board Approved 07/11/07

² Based upon MTC Reso 3793 (Feb 2007)

³ Excludes FY2006-07 funds (\$280,000) not allocated at time carryover was estimated, but claimed later in FY2006-07.

⁴ Approved as part of the two-year RM2 agreement (12/06)

⁵ Unclaimed balance of FY2006-07 approval

⁶ Vallejo Transit to claim \$9,561 of Northern County STAF for Vallejo's intercity routes. The amount represents the balance of Rio Vista's Intercity Transit Funding agreement share not taken from Rio Vista TDA.

Proposed Amendment No. 2¹
State Transit Assistance Funds Program
Allocation for FY 2007-08

NORTHERN COUNTIES STAF

<u>Revenue Estimates²</u>	<u>FY 2007-08</u>
Projected FY 2006-07 Carryover	\$1,948,796
FY 2007-08 STAF Estimate	\$ 476,944
Prop 42 Increment	\$ 359,202
Total:	\$2,784,942

FY2007-08 Projects/Programs Preliminarily Approved

Capital Funding/Intercity Vehicles	\$1,000,000
Fairfield/Suisun Transit	\$ 230,000
Vallejo Transit	\$ 266,000
Reserved for Capital Funding/ Intercity Vehicles	\$ 504,000
	<u>\$1,000,000</u>

Fairfield/Suisun Transit Rt. 40/90 Operations ³	\$ 230,000
Vallejo Transit Rt. 70/80/85 Operations ³	\$ 165,000
I-80 HOV/Turner PSR ⁴	\$ 65,000
Intercity SolanoExpress Transit Marketing ³	\$ 125,000
I-80/I-680/I-780 Corridor Operations Plan Grant Match ⁴	\$ 62,500
Lifeline Projects Match ⁴	\$ 54,000
Fairfield Transit Study ⁴	\$ 60,000
Preliminarily Approved Subtotal:	\$1,761,500

FY 2006-07 Carryover not Preliminarily Approved	\$ 187,296
FY 2007-08 STAF Estimate	\$ 476,944
Prop 42 Increment	\$ 359,202
TOTAL:	\$1,023,442

Projects/Programs

Transit Coordination & Administration	\$ 242,711
Lifeline Program Administration	\$ 15,000
Lifeline Projects Match	\$ 54,000
Expenditure Plan	\$ 38,000
Intercity Transit Funding Operations (Vjo/Rio Vista) ⁵	\$ 9,561
Safe Routes to Transit Study	\$ 20,000
Transit Consolidation Phase II	\$ 60,000
Vallejo Transit Consolidation/Implementation Study	\$ 30,000
Dixon Redit-Ride Performance and Operating Study	\$ 30,000
TOTAL:	\$ 499,272

Balance **\$ 524,170**

¹ STA Board Approved 07/11/07

² Based upon MTC Reso 3793 (July 2007)

³ Approved as part of the two-year RM2 agreement (12/06)

⁴ Unclaimed balance of FY2006-07 approval

⁵ Vallejo Transit to claim \$9,561 of Northern County STAF for Vallejo's intercity routes. The amount represents the balance of Rio Vista's Intercity Transit Funding agreement share not taken from Rio Vista TDA.



CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS
Transportation Division

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4315
FAX (707) 648-4691

August 23, 2007

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

SUBJECT: Funding Request – Consolidation Implementation Study

Dear Mr. Halls:

The City of Vallejo is requesting \$30,000 from the Solano Transportation Authority's STA(F) funds to cover the costs of a Consolidation Implementation Study.

The City anticipates that the findings and recommendations from this study will result in significant improvements to the transit system as a whole.

Your favorable consideration of this request is greatly appreciated.

Sincerely,

Crystal Odum Ford
Transportation Superintendent

COF:spb

Cc: Gary A. Leach
Edwin Gato

MAYOR MARY ANN COURVILLE
VICE MAYOR MICHAEL C. SMITH
COUNCILMEMBER STEVE ALEXANDER



ATTACHMENT D

COUNCILMEMBER JACK BATCHELOR, JR.
COUNCILMEMBER MICHAEL G. GOMEZ
CITY TREASURER DAVID DINGMAN

August 16, 2007

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

RECEIVED

AUG 20 2007

SOLANO TRANSPORTATION
AUTHORITY

Re: STAF Funding Support to Complete Evaluation of the City of Dixon's
Dial A Ride Transit Service

Dear Elizabeth,

Over the past six years the City of Dixon's Dial A Ride service, known as Read-Ride, has experienced nearly a 100% increase in ridership. Vehicle service hours, staffing, and rolling stock as also more than doubled. Toward the end of the 2006-07 fiscal year, Read-Ride began to offer Saturday service. Through all this tremendous growth the system has experienced an even more rapid growth in the cost to operate the system on an annual basis. Beginning in 2005-06 the City has used 100% of available resources from its Transportation Development Act Allocation for transit operations.

The last two Triennial Performance Audits completed by MTC noted the rapid growth in operating costs outpacing the growth in service. A recommendation from the audits was for the city to take steps to monitor and control operating costs. The audits also recommended the city evaluate current performance indicators and implement a system of new monitoring standards to better track performance trends. In the city's 2006-07 TDA application the city committed to address these two issues by hiring a consultant to help evaluate current operating practices in order to address cost efficiency as well as to develop new performance indicators and tracking methods.

As costs have again continued to rise the city has reached the ceiling of its TDA allocation. In order to cover the cost of a consultant the city is requesting STAF funding support in the amount of \$30,000. The City is proposing to complete this study during the 2007-08 fiscal year.

Thanks for your attention and consideration of this request. If you should have any questions please give me a call at 707 678-7000 x 107.

Jeff Matheson,
Recreation & Community Services Director

City of Dixon

600 East A Street • Dixon, California • 95620-3697
(707) 678-7000 • FAX (707) 678-0960 • TTY (707) 678-1489



DATE: August 17, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Transit Consolidation Study Phase I and Phase II Status

Background:

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

Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed. This topic was discussed by STA Board members at their February 2005 Board Retreat and the participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be considered and addressed. In March 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study. In April 2005, the STA Board approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study (see Attachment A). Subsequently, STA issued a Request for Proposal (RFP) and DKS Associates was selected to lead the Transit Consolidation Study.

Work began in early 2007. The first major endeavor was to conduct a great deal of outreach ranging from interviews with transit operator staff, other city staff, public officials, and others. Interviews began with STA Board members and Board alternates in March 2007 and with local staff and funding partners in April and continued into May and June. To gain a broad perspective of issues and concerns, nearly sixty (60) interviews were conducted. Based on initial public official input, outreach to transit users was added at this point in the study process. To address this, the consultants held a focus group meeting with the STA's Paratransit Coordinating Council (PCC) members in May. In addition, two focus group sessions with transit users were held in June.

In May 2007, the consultants presented to the STA Board a summary of their findings from the interviews completed by that point. It was a broad-based summary of commonalities, key issues and potential challenges. Board feedback included extending the schedule for the study, completing the interviews, collecting user input, and analyzing the issues associated with preliminary consolidation alternatives prior to the return to the Board.

A preliminary analysis of alternatives was presented to the Technical Advisory Committee (TAC) and Consortium in June. It included five (5) potential transit consolidation alternatives. During discussion at the TAC meeting, a sixth (6th) alternative was requested. The added alternative is to consider consolidating all intercity fixed-route service and

American for Disabilities (ADA) paratransit service. The TAC and Consortium received the Draft Transit Consolidation Options Report. The Consortium received an additional document for review and comment - the Draft Findings on Current Services, Perceptions, and Trends. Both the TAC and Consortium requested more time for review and comment on the documents.

Discussion:

Subsequent to the TAC and Consortium, the STA Executive Committee discussed the Transit Consolidation study progress. The Executive Committee recommended that a Transit Consolidation Steering Committee be created consisting of the Mayors and City Managers of the Cities of Benicia, Fairfield, Suisun City, and Vallejo. This group would guide the study effort after all local jurisdictions' staff have reviewed and commented on the initial documents.

At the July 2007 STA Board meeting, staff presented the six (6) transit consolidation alternatives to the STA Board along with the Executive Committee's recommendation and a recommendation to release the Findings report and the Options report once the TAC and Consortium had additional time to review. After discussion, the STA Board modified and approved the membership of the Transit Consolidation Steering Committee to include all eight (8) jurisdictions (Board member and City Manager/County Administrator).

The Consortium and TAC submitted comments on the draft documents discussed by July 20, 2007 and this was followed by a joint meeting of TAC and Consortium staff to discuss comments. Further refinements were requested and the Findings and Options Reports were modified further. They are scheduled for public release the week of August 27.

Many of the comments received on the Findings and Options Reports will be addressed in Phase II. The purpose of Phase II is to more deeply analyze the potential impacts of the various options presented and evaluate and compare the options to one another and the status quo. A draft scope for Phase II is being presented to the TAC and Consortium for information at this time and will be presented to the Transit Consolidation Steering Committee for approval (see Attachment B). The first Transit Consolidation Steering Committee meeting is planned to be held in mid-September.

Fiscal Impact:

Phase I of the Transit Consolidation is being funded by STAF funds included in the STA budget for FY 2006-07 and FY 2007-08. Approximately \$30,000 remains from Phase I that will be used to partially fund Phase II. Additional funds are recommended to be allocated from FY 2007-08 Northern County/Solano STAF funds along with this request to MTC for \$60,000 of regional STAF funds.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to forward a letter to MTC requesting \$60,000 to fund Phase II of the Solano Transit Consolidation Study.

Attachments:

- A. STA Transit Consolidation Goals and Criteria
- B. Draft Phase II Scope of Work

SOLANO TRANSPORTATION AUTHORITY
TRANSIT CONSOLIDATION STUDY

STA Board Goals and Criteria

Scope of Consolidation Study:

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

Potential Goals of Consolidation:

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

Potential Criteria for Evaluating Consolidation Options:

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

THIS PAGE INTENTIONALLY LEFT BLANK

Draft Scope of Work

Solano Transit Consolidation Study

Phase 2 Scope of Services

Task 1: Evaluation of Current Operations

- **Financial Analysis.** The consultant will evaluate operational financial condition of each transit operation in several areas. The consultant will:
 - Review past year and current budgets for assessing overall financial condition. This includes examining measures to describe the relative efficiency of the current system.
 - Review all permanent and one-time revenue sources for both capital and operating expenses. Specifically, a review of transit dedicated fund sources (TDA, STA, RM2, 5307 et al) will be made.
 - Project current five-year financial projection for each operator based on current level of service (if service changes are anticipated, incorporate those in projections).
 - Summarize costs, terms and conditions of each operational service contract of the current transit operators.
 - Finally, summarize financial trends and issues for each operator based on current level of service.

- **Facilities Analysis.** The consultant will review the current facilities and facilities needs of each operator. This will be done as follows:
 - Perform on-site visit with each operator to review all current capital facilities to assess how much of each facility is used for transit, and whether or not there are any economies of scale that can be achieved.
 - Review status of all current transit capital projects and proposals for each operator.
 - Review projected capital needs of each operator for the next 20 years based on current and projected levels of service including but not limited to: maintenance facilities, administrative facilities, rolling stock/vessel replacement, parking facilities, dredging, service vehicles and replacement, vessel rehab, engine replacements, fare collection technology improvements etc.
 - Identify current capital resources and capital plans that could be blended into the potential consolidation options.

- **Support Staff Analysis.** The Consultant will examine the organizational systems (staffing) assessment of each transit operator. This will entail the following tasks:
 - Review the current staffing levels of each operation by cost, FTE, fund source and function.
 - Identify the functional responsibilities and associated staff levels with each service contract.
 - Identify possible issues or deficiencies with the current structures.
 - Develop proposed org charts, job descriptions and financial summary of the current operations.
 - comparisons to the status quo, for each of the potential consolidation options

- **Service Evaluation.** The consultant would evaluate current transit service by examining the following elements:
 - Review current levels of service and accessibility offered with those services.
 - Review performance standards and performance.
 - Review fare structure and criteria.
 - Review SRTPs to identify service plan changes projected by each operator.
 - Review history of service and fare changes.

- **Paratransit Systems Evaluation.** The consultant will summarize the Paratransit operations according to:
 - Rider and trip eligibility
 - Reservations systems
 - Fares and trip policies
 - Taxi scrip programs
 - Consultant would review SRTPs and service plans for each operator to determine trends and issues surrounding the service.

- **Governance Summary.** The consultant would summarize the way that each transit operation is governed, examining these areas:
 - Board representation and meeting setting
 - Recent participation by decision-makers on transit operations
 - Public access and input to staff and decision makers
 - Ways in which cooperation occurs when transit services in a jurisdiction are governed by another jurisdiction

Task 2: Evaluation of Proposal Consolidation Options.

Each option will be evaluated in terms of these key areas of study. The alternatives would be fully detailed in finance, facilities, support staff and service evaluation.

- **Financial Comparison.** The consultant will evaluate operational financial condition of each option. The consultant will:
 - Develop concept budgets for each option.. The resulting budgets would also be structured to describe the relative efficiency of the current system.
 - Review all permanent and one-time revenue sources for both capital and operating expenses anticipate for each option. Specifically, the review of transit dedicated fund sources (TDA, STA, RM2, 5307 et al) will be assessed.
 - Project current five-year financial projection for each option based on current level of service (if service changes are anticipated, incorporate those in projections).
 - Summarize implementation issues associated with the transfer of each operational service contract in each option, as needed.
 - Finally, summarize financial outlook for each option based on current level of service.
 - Compare each option to the status quo.

- **Facilities Comparison.** The consultant will elaborate on the facilities and facilities needs of each option. This will be done as follows:
 - Determine the required facilities of each option.

- Determine if shared facilities currently in use can be used in the proposed option.
 - Determine how to create a shared-use facility or obtain “credit” for FTA funded facilities that would no longer be used for transit purposes.
 - Determine if current transit capital projects and proposals for each operator should be modified based on the option.
 - Project capital needs of a consolidated operation for the next 20 years based on current and projected levels of service including but not limited to: maintenance facilities, administrative facilities, rolling stock/vessel replacement, parking facilities, dredging, service vehicles and replacement, vessel rehab, engine replacements, fare collection technology improvements, etc.
 - Compare each option to the status quo.
- **Support Staff Comparison.** The Consultant will develop and assess the needed organizational systems (staffing) assessment of each option. This will entail the following tasks:
 - Forecast staffing levels of each option by cost, FTE, fund source and function.
 - Identify the functional responsibilities of each staff person.
 - Develop proposed org charts, job descriptions and financial summary of the proposed options.
 - Compare each option to the status quo.
- **Service Comparison.** The consultant would compare each option in the ability to provide service as follows:
 - Review service levels in each option, and what common service policies should be assumed in each option.
 - Identify potential service enhancements and cost savings through possible route optimization (such as route interlining, reduced deadhead hours, vehicle assignments and improved service contracts) for each of the consolidation options.
 - Compare each option to the status quo.
- **Governance Comparisons.** The consultant would develop options to govern the transit facilities in each option. This would include:
 - Summarize alternative governance structures (JPAs, districts, MOUs) to identify which are the most appropriate for each alternative.
 - Specifically propose and define possible governance structures for each of the potential consolidation options.
- **Summary Report of Comparisons.** Summarize an evaluation of each consolidation option based on the findings of Task 2 with a:
 - Primary focus on governance issues, financial status and service quality.
 - Evaluative response to the pros and cons identified in Phase 1.

Task 3: Guidance and Implementation Documentation

- **Paratransit Systems Evaluation.** The consultant will summarize the Paratransit operations according to:
 - Rider and trip eligibility
 - Reservations systems

- Fares and trip policies
 - Taxi scrip programs
 - Consultant would review SRTPs and service plans for each operator to determine trends and issues surrounding the service.
- **Steering Committee Support.** The consultant would support Steering Committee activities by assisting on these elements:
 - Identify non-technical “fatal flaws” of a consolidation option and determining if alternatives can be developed.
 - Participate in periodic one-on-one conversations about study findings.
 - Participate in steering committee meetings.
 - Develop press releases.
- **Focus Group Feedback.** The study would have a Focus Group designated for the study to assist elected officials in guiding the study concepts. The consultant would support Focus Group activities by assisting on these elements:
 - Prepare and coordinate Focus Group meetings as needed.
 - Determine the level of interest by the group towards a consolidation option.
 - Present study findings in draft form to obtain feedback.
- **Study Consensus-Building and Presentations.** Choosing and implementing a particular option will require that a level of consensus at the decision-making level. To do this, the consultant will need to provide information and assistance as needed. Specific efforts are anticipated to include:
 - Prepare and coordinate local Council and Board of Supervisor presentations.
 - Prepare and coordinate discussions with key regional agencies and potentially state legislative contacts.
 - Present study findings in draft form to obtain feedback.
 - Research and answer questions about consolidation option details if needed.
- **Final Consolidation Plan (if needed).** A final document describing the preferred option should be prepared, regardless of the outcome. Even if no consolidation is ultimately recommended, this document should consider strategies to achieve a more coordinated system for the users of the fixed-route and paratransit services in Solano County. Specific tasks are to:
 - Prepare a detailed explanation of the proposed organization from the preferred option.
 - Prepare informational materials (such as a four page Summary) about the preferred recommendation.
 - Prepare a strategic plan of actions to achieve the preferred option.



DATE: August 13, 1007
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Final 2007 Solano Congestion Management Program
(CMP)

Background:

Since 1991, California law requires urban areas to develop a Congestion Management Program (CMP) that plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. This includes Level of Service (LOS) standards on the CMP network and transit performance measures. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed these standards, based on the STA's Traffic Forecasting Model, are required to create a deficiency plan to meet the mobility standards within the seven-year time frame of the CIP.

In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) reviews the Bay Area's nine CMPs for consistency every two years.

MTC also periodically adopts a new Regional Transportation Plan (RTP), and uses CMPs as one of the sources of information for roadway networks and land uses used in the RTP update. MTC is in the process of updating the Transportation 2030 plan, and will use the 2007 Solano CMP to inform that update.

The STA Board approved the STA's current CMP in October of 2005. On May 30, 2007 the STA TAC reviewed the Draft 2007 Solano CMP and forwarded it to the STA Board for consideration. On June 27, the STA Board forwarded the Draft 2007 Solano CMP to MTC for review and comment.

Discussion:

MTC delivered comments on the Draft 2007 Solano CMP on July 30, 2007 (Attachment A). The Draft 2007 Solano CMP has been revised to address the MTC comment letter, including the addition of a new Goods Movement element; and to provide any data missing from the Draft document. Attachment B is the proposed Final CMP.

MTC requires that the CMP be submitted by September 21, 2007. The Final 2007 Solano CMP is scheduled for adoption by the STA Board on September 12, thereby allowing STA to meet this requirement.

Recommendation:

Forward a recommendation to the STA Board to approve the Final 2007 Solano CMP and submit to MTC.

Attachments:

- A. MTC Comment Letter dated July 30, 2007
- B. Final 2007 Solano CMP (Provided under separate enclosure.)



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph R. Dort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

JUL 31 2007

July 30, 2007

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

Tom Amuniano
City and County of San Francisco

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Bob Blanchard
Sonoma County and Cities

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
City of San Mateo County

Jon Rubin
San Francisco Mayor's Appointee

Bijm Saripati
State Business, Transportation
and Housing Agency

James P. Sperring
Solano County and Cities

Adrienne J. Tusler
San Mateo County

Anny Wortb
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Frenier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

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

RE: COMMENTS ON THE DRAFT 2007 SOLANO CONGESTION MANAGEMENT PROGRAM

Dear Mr. Halls:

Thank you for submitting a copy of the *Draft 2007 Solano Congestion Management Program* to MTC for review. As you know, MTC is legally required to evaluate Bay Area congestion management programs (CMP) for consistency with the *Regional Transportation Plan (RTP)*, and for consistency and compatibility of the programs within the region.

We have reviewed your Draft 2007 CMP for conformance with policies outlined in MTC's CMP Guidance (MTC Resolution 3000, updated in June 2007), and offer the following comments:

- Goals and objectives established in the RTP
The Draft 2007 CMP is generally consistent with the 2005 RTP goals of Safety, Reliability, Access, Livable Communities, and Clean Air. However, the Draft CMP should be refined to address more fully the Efficient Freight Movement goal.
- Consistency of the system definition with adjoining counties
The Draft 2007 CMP maintains regional continuity of facilities that cross county borders.
The Draft 2007 CMP includes an acceptable reference to infill opportunity zones. In addition, the Draft 2007 CMP makes reference to current work to identify potential candidates for infill opportunity zones or Priority Development Areas per the multi-regional agency Focusing Our Vision (FOCUS) effort.
- Consistency with Federal and State air quality plans
The Draft 2007 CMP contains a list that correlates the Federal/State TCMs with programs and projects in the CMP
- Consistency with MTC's travel demand model
As required, STA staff should forward the CMP travel demand model, database and assumptions to Chuck Purvis of MTC to review the CMP model for consistency with the MTC travel demand model. MTC comments on the CMP model will be sent separately from this letter.

J:\PROJECT\CMP\2007 CMP\2007_Solano_CMP\MTC Comments 2007 Draft CMP Solano_v2.doc



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

Tom Avramiano
City and County of San Francisco

Tom Azunbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Bob Blanchard
Sonoma County and Cities

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jon Rubin
San Francisco Mayor's Appointee

Bijan Savijpi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Amy Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Frenier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

5. RTP financial assumptions

The Draft 2007 CMP recognizes financial constraints in its Capital Improvement Program, including the costs for adequately maintaining, rehabilitating, and operating the multi-modal system.

Review Process

MTC is scheduled to make consistency findings of the 2007 CMPs with the Transportation 203 Plan in November 2007. Note that MTC cannot make a final consistency finding until the congestion management agency (CMA) has officially adopted the CMP. We have requested the CMAs submit their final CMPs to MTC by September 21, 2007.

Please feel free to contact me at 510.817.5794 or Valerie Knepper, who is coordinating the CM consistency review, at 510.817.5824 if you have any questions.

Sincerely,

Raymond Kan
Transportation Planner/Analyst

cc: Valerie Knepper, MTC
Robert Macaulay, STA
Robert Guerrero, STA

J:\PROJECT\CMP\2007 CMP\2007_Solano_CMP\Comments_SolanoCMP_2007_Letter.doc

**A copy of the Final 2007 Solano CMP
has been provided to the
Consortium members
under separate enclosure.**

**You may obtain a copy of the Final 2007 Solano CMP
by contacting the STA at (707) 424-6075.**

Thank you.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: August 22, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Request by City of Fairfield to Modify Management Oversight of Route 30, 90, and Solano Paratransit

Background:

Fairfield-Suisun Transit (FST) has been operating Rt. 30 on behalf of the Solano Transportation Authority (STA) and the Cities of Dixon, Vacaville, and Solano County since 2000. This began when Rt. 30 was transferred by STA from Yolobus to FST. The STA also spearheaded the last major modification of Rt. 30 with its extension to Sacramento. The Sacramento service was added in response to comments received through the Unmet Transit Needs process. The STA was the lead on marketing and customer service when Rt. 30 was extended to Sacramento and has handled subsequent special marketing efforts. Steady ridership growth has been experienced on Rt. 30. With the transfer of Rt. 90 from Vallejo Transit to Fairfield/Suisun Transit (FST) in FY 2006-07, the STA was requested by Fairfield-Suisun Transit to provide management oversight of Rt. 90, specifically to develop a funding plan and secure adequate funding for this service.

Route 30 operates five roundtrips, Monday-Friday, between Fairfield and Sacramento with stops in Vacaville, Dixon, and Davis. Rt. 90 operates between Suisun City, Fairfield, and El Cerrito del Norte BART Station during peak and non-peak periods Monday through Friday.

Prior to FY 2007-08, both Rt. 30 and 90 were funded by Transportation Development Act (TDA) funds from Fairfield, Suisun City, Vacaville, Dixon, and the County of Solano. Over the years, the STA has successfully secured other funds for these routes. This includes Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District, Clean Air Funds from the Yolo Solano Air Quality Management District, and State Transit Assistance Funds. Rt. 90 is also a recipient of Regional Measure 2 (RM2) funds. In FY2007-08, both routes are funded by all eight local jurisdictions in accordance with the FY2007-08 Intercity Transit Funding agreement.

Discussion:

Fairfield-Suisun Transit (FST) has expressed interest in changing the management of Routes 30 and 90 as well as Solano Paratransit (see Attachment A, Items 2 and 3) and requested this topic be agendized for discussion at the Consortium.

FST proposes that the STA no longer manage Rt. 30 and 90 and that they be managed solely by Fairfield/Suisun Transit. According to FST staff, this would allow FST to make major route and schedule changes as well as fare changes without involvement by the STA and, in turn, the funding partners. Fairfield-Suisun Transit staff has repeatedly expressed that local transit service is their first priority and intercity service is secondary. As the countywide transportation agency for Solano County, the STA is focused on intercity and regional transit connections. Rt.

90 has been a critical intercity route for Solano County. In FY 2006-07, the STA allocated Solano-STAF funds to cover the first quarter costs to maintain Rt. 90/91 service once Vallejo Transit (the previous operator) indicated that if the first quarter costs were not fully paid by others, the service would be terminated July 1, 2006. This action maintained critical express bus service from Fairfield, Suisun City, and Vacaville to El Cerrito del Norte BART during the first quarter at no cost to Fairfield-Suisun Transit or Vacaville City Coach. Currently, FST provides monthly ridership and other statistics to the STA on these routes. The STA has summarized the Rt. 30 performance and presented them to the Consortium annually. With STA's oversight, this would continue for both Rt. 30 and Rt. 90. With the FY 2007-08 Intercity Transit Funding agreement, all jurisdictions fund all intercity routes. As part of the agreement, quarterly reporting of all intercity routes to the funding partners is recommended to occur beginning this fiscal year. Until that process has been implemented and evaluated for a reasonable extended period of time and the second phase of the Transit Consolidation Study is completed, STA staff does not recommend modifying the current management arrangement of Rt. 30 and 90. Comments from funding partners are welcomed in this discussion.

The City of Fairfield is also proposing a change in the management of Solano Paratransit. Solano Paratransit is currently operated by Fairfield-Suisun Transit under management by the STA and the proposal is to have the STA directly contract with FST's contractor MV Transportation (MV). The purpose of this is to gain contractor hours by FST to implement local fixed-route service delivery.

Solano Paratransit is funded by the six jurisdictions served by Solano Paratransit: Fairfield, Suisun City, Vacaville, Dixon, Rio Vista, and the County of Solano. Solano Paratransit is operated in conjunction with Fairfield's local paratransit service (DART). The STA owns the vehicles but they are maintained and operated as part of the DART fleet. The STA receives monthly statistics from Fairfield-Suisun Transit to monitor performance. The STA also developed the current funding methodology and updates the cost-sharing subsidies annually. Day-to-day operations are integrated with DART such as eligibility, dispatching, vehicle usage, etc.

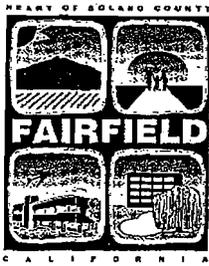
The STA does not currently directly operate transit. With the current Transit Consolidation effort underway, several options include further consolidation of paratransit services. None include adding more paratransit operators. Changing the management approach to Solano Paratransit at this time would be inconsistent with the direction of overall county transit services. STA staff recommends not acting on this second recommendation until the second phase of the Transit Consolidation Study is completed.

To deal with the issue of apparent contractor hour limitations, the STA would welcome a discussion with FST of their overall service plan goals and priorities and opportunities to meet contractor hour parameters other than changing the management of Solano Paratransit. This is recommended to take place as part of the completion and follow-up to the Solano Paratransit Assessment Study.

Recommendation:
Informational.

Attachment:

- A. Letter from City of Fairfield to Consortium Chair



Home of
Travis Air Force Base

CITY OF FAIRFIELD

Founded 1856

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

RECEIVED

JUN 04 2007

Incorporated December 12, 1903

CITY OF VACAVILLE 707.428.7635
PUBLIC WORKS
TRAFFIC FAX 707.426.3298

May 30, 2007

Department of Public Works

COUNCIL

Mayor
Harry T. Price
707.428.7395

Vice-Mayor
Jack Batson
707.429.6298

Councilmembers
707.429.6298

Marilyn Farley

Frank Kardos

John Mraz

...

City Manager
Kevin O'Rourke
707.428.7400

...

City Attorney
Greg Stepanicich
707.428.7419

...

City Clerk
Arietta Cortright
707.428.7384

...

City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

Community Services
707.428.7465

...

Finance
707.428.7496

...

Fire
707.428.7375

...

Human Resources
707.428.7394

...

Planning &
Development
707.428.7461

...

Police
707.428.7551

...

Public Works
707.428.7485

Brian McLean, Transit Manager
Chair, Intercity Transit Consortium
City of Vacaville
650 Merchant Street
Vacaville, CA 95688

RE: Request for Agenda Items

Dear Chair McLean:

The City of Fairfield is requesting that the following items be agendized for discussion at your earliest convenience.

1. John Andoh has identified that Benicia Breeze operating Route 70 saves the Intercity Transit Finance group a projected \$498,000 per year over Vallejo Transit operating this route. Benicia Breeze, while not able to receive RM2 capital can receive RM2 operating. The City of Fairfield requests the Consortium fully explore this option as a group and consider asking the Cities of Fairfield and Vallejo to amend their RM2 agreement for FY 07-08 to transfer Vallejo's Route 70 RM2 to Benicia with MTC's concurrence. All Cities would share in these cost savings through the population-based allocations.
2. The City of Fairfield proposes the Solano Transportation Authority (STA) transfer management of Routes 30 and 90 to the City of Fairfield. This will allow for a more dynamic response to customer service issues, service planning and fare levels. The transfer of the management of the routes will free STA staff time to address other projects. No further staff additions are anticipated for the City of Fairfield to manage these routes.
3. The City of Fairfield's contract with MV Transportation (MV) has a provision for MV to provide 20% more hours over the base bid in the contract without re-opening the contract for further negotiation. In FY 2007-2008, the City of Fairfield is projected to overtake that 20% buffer when implementing service changes to our local fixed route system suggested in the most recent Short Range Transit Plan. In an effort to hold costs down by remaining under the 20% buffer, the City of Fairfield asks that a proposal be agendized asking the STA to contract Solano Paratransit to MV Transportation separately. The

Brian McLean, Transit Manager
Re: Request for Agenda Items

May 30, 2007
Page 2

City of Fairfield would still manage and operate the service for STA and the other partner agencies, but the hours would shift from Fairfield's contract to STA's new contract conserving approximately 8,700 hours. This change would provide enough hours to fully implement the SRTP route improvements.

4. The City of Fairfield asks to agendize for discussion policies and procedures for handling a "True-up" of FY 06-07 in FY 08-09 using actuals from FY 06-07 and debits or credits on the TDA matrix in FY 08-09 for both intercity and Solano Paratransit.

Please feel free to contact me if you have any questions or concerns at 707-428-7768 or e-mail gkink@ci.fairfield.ca.us

Sincerely,



George K. Fink
Transit Manger

- c: John Andoh, Cities of Benicia & Rio Vista
Jeff Matheson, City of Dixon
Paul Wiese, County of Solano
Crystal Odum Ford, City of Vallejo
Daryl Halls, Solano Transportation Authority



DATE: August 13, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Bay Area Regional Rail Plan

Background:

As a part of the passage of Regional Measure 2 (RM 2) in 2004, the Metropolitan Transportation Commission (MTC), California High Speed Rail Authority, BART and Caltrain were required to develop a Bay Area Regional Rail Plan (the Plan). The Plan's purposes include looking at ways to integrate passenger train service with existing rail systems, provide connections between rail and other transit services, increase rail capacity and coordinate rail investment. The Plan also considers alternative routes for connection of the proposed high speed rail system to the Bay Area.

The regional rail system includes both public rail systems like BART and private systems like the Union Pacific and Burlington Northern Santa Fe railroads. The system moves both freight and passengers. Some lines such as BART are dedicated exclusively to passenger movement, while others carry both passenger and freight rail. Passenger service primarily focuses on the local and regional commuter market, and is an alternative to auto or bus commuting. The proposed high-speed rail system would compete with airline travel between northern and southern California. Freight traffic is more closely balanced between local and national service, with significant amounts of cargo from the Bay Area ports passing through the region on rail. As with passenger service, cargo moved by rail reduces congestion on Bay Area roads.

The Draft Bay Area Regional Rail Plan was released on July 24, 2007. The Plan includes an analysis of existing and projected future conditions, and lays out investment strategies for 10 corridors, for BART and for grade separated tracks and crossings. The corridor of greatest interest to STA and its member agencies is the I-80 corridor from Oakland to Auburn.

The Plan has six key elements for the vision of Bay Area rail:

The Right Technology Should be Used with the Right Corridor – for example, BART may best serve the urban core while the Capitol Corridor serves outlying communities with established heavy rail systems.

BART is the System Backbone – BART moves more people regionally than any other system, and all passenger system components should link and coordinate with BART service.

BART's Outward Expansion is Nearly Complete – After completion of planned extensions to San Jose, Livermore and east Contra Costa County, there will be no outward extension of BART, although there may be new stations on the existing lines.

The Bay Area Needs a Regional Rail Plan – Individual systems that abut one another are not as effective as a complementary, integrated system operating in accordance with a master plan.

Rail Infrastructure Must Be Expanded – Current facilities are not adequate to handle the existing need, and future population and economic growth will create additional demands on the system.

High Speed Rail Enhances Regional Rail – The proposed high speed rail system will not compete with local and regional rail, but will instead complement it.

Discussion:

The proposed improvements are all in addition to the MTC Resolution 3434 projects. The investments along the I-80 corridor do not envision the extension of BART or other light rail services from the Bay Area to Solano County. Instead, the heavy rail system owned and operated by Union Pacific Railroad and Burlington Northern Santa Fe Railroad would be expanded to three tracks from San Jose to Sacramento; with 4-track segments in portions of Contra Costa County where tracks into the Sacramento Valley join in. The railroad bridge at the Benicia – Martinez Bridge would be rehabilitated by 2030, and fully replaced by 2050.

There are two alternative investment strategies laid out for the I-80 corridor.

- Alternative 1 works entirely within the existing rail corridors, and has a capital investment between now and 2050 of \$1.8 billion to \$2.4 billion; if BART were to be extended from El Cerrito Del Norte to Hercules, an additional capital investment of \$1.5 billion to \$1.8 billion would be needed.
- Alternative 2 envisions extension of a heavy rail line, dedicated to passenger service only, across the Carqinez Straights to directly serve Vallejo, but is otherwise similar to Alternative 1. The total capital cost for this alternative is from \$3.7 billion to \$4.6 billion.

Based on the analysis of costs, improvements in system performance and environmental impacts, the Plan recommends Alternative 1 for investment in the I-80 corridor.

The Bay Area Regional Rail Plan is undergoing a series of regional hearings. On Monday, August 20th, two hearings will be held at Suisun City Hall (from 3 to 5 p.m., and again from 6 to 8 p.m.). Subsequently, the MTC Planning Committee will consider the Bay Area Regional Rail Plan and the public comments on September 14th. The MTC Board is scheduled to take action on the report on September 24th. Action by this date is necessary in order to meet deadlines established in the enabling legislation.

Recommendation:

Informational.

Attachments:

- A. Bay Area Regional Rail Plan Draft Executive Summary – July 24, 2007
- B. Alternative Evaluations
- C. 2050 System Maps

**A copy of the
Bay Area Regional Rail Draft
Executive Summary, Alternative Evaluations,
and 2050 System Maps
has been provided to the
Consortium members
under separate enclosure.**

**You may obtain a copy of the above
by contacting the STA at (707) 424-6075.**

Thank you.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: August 17, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Commute Challenge Update

Background:

The Solano Commute Challenge (The Challenge) is a targeted outreach campaign for Solano County employers that involves the local business community in addition to employers and employees. The overall goal for this campaign is to increase and sustain Solano County employees' use of alternative transportation. The Challenge is to "Use transit, carpool, vanpool, bike, or walk to work at least 30 times from July to October." Incentives will be provided to employees and employers who "meet" the Challenge.

STA staff met with Chambers of Commerce to get input and feedback about the Challenge. The Chambers were enthusiastic and supportive of the campaign and suggested employer targets in each of their areas.

Challenge campaign materials (Attachments A & B) were mailed to the targeted employers in July with telephone follow-up a week later. Information about the Challenge was posted on the STA's website along with a registration form where targeted employers could indicate their interest in participating.

Discussion:

Each Solano County city is represented by the twenty-five (25) employers that have registered to participate in the Challenge as of mid-August. Over 160 employees have signed-up to use the Monthly Commute Logs to track their use of commute alternatives through October 31. Attachment C provides the current status of The Challenge.

Two employers, Genentech in Vacaville and Goodrich in Fairfield, have met the required 20 employee sign-ups to be eligible for the Commute Champion Workplace designation. Genentech leads all employers with 49 sign-ups to date.

As individual employees sign up for The Challenge, each receives a Welcome letter and a Monthly Commute Log (Attachment D), as well as any information requested about transit, bicycling, and carpooling options. At the end of each month, individuals submit the completed Commute Log and the next month's Log is forwarded to them.

Staff is working on two levels to continue to promote The Challenge. The 25 registered employers are regularly contacted to encourage the promotion of The Challenge to their employees. The individual employees receive encouragement to maintain and submit the commute logs to track their progress to receive their incentive rewards.

Fiscal Impact:

The Solano Commute Challenge (SCC) campaign expenses are included in the Solano Napa Commuter Information budget and is funded by a combination of TFCA and Eastern Solano CMAQ funds.

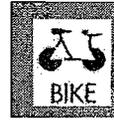
Recommendation:

Informational.

Attachments:

- A. SCC Employer Information and Registration
- B. SCC Employee Brochure
- C. SCC Employee Results Table – 8.17.07
- D. Monthly Commute Log

SOLANO COMMUTE CHALLENGE



HOW TO ENTER:

1. Complete the "Employer Challenge Form" below and return it to SNCI by mail or fax. We will send you information for your employees.
2. Get the word out to your employees.
3. Encourage employees to complete the "Solano Commute Challenge Form" and complete their Monthly Commute Logs.

EMPLOYER CHALLENGE FORM

Fill in information below and FAX to: 707-424-6074, or MAIL to: Solano Commute Challenge, c/o SNCI, One Harbor Center, Suite 130, Suisun City, CA 94585 (or visit our special employer web page, <http://www.solanolinks.com/snci-solanocommunchallenge.html> and register there).

Company Name: _____

Your Name: _____

Your Title: _____

Company Mailing Address: _____

City: _____ Zip: _____

Work Phone: _____

Fax: _____

E-mail: _____

of employees: _____

Approx # of employees currently using Commute Alternatives: _____

I prefer to receive information to distribute to employees by (circle one):

Hard Copy (paper) E-mail

For hard copy (paper), # of Employee Flyers requested: _____

How Did You Hear About the Solano Commute Challenge? (circle one):

SNCI Direct Mailing SNCI E-mail Chamber of Commerce Other _____

- We will provide you with status reports during the Solano Commute Challenge.
- Qualifying commuters and employers will be notified in November and rewards will be sent.
- If your company wins the "Most Outstanding Workplace," choose a date for the catered lunch!

SOLANO COMMUTE CHALLENGE

Make a difference in your community!
 Use a Commute Alternative
 (Carpool, Vanpool, Bus, Train, Ferry, Bicycle, Walk)
 at least 30 times during the
 Solano Commute Challenge
 July - October 2007
 Help reduce traffic congestion and air pollution!



Employer/Transportation Coordinator Challenge:

Motivate 20 or more employees to successfully meet the Solano Commute Challenge

Rewards for Employer/Transportation Coordinators (YOU!):

Commute Champion Workplace - If 20 or more employees from your company meet the Challenge, you will receive: \$100 in Commute Bucks*; plus entry in a drawing for a Monterey Vacation for Two, including round-trip Amtrak train tickets, accommodations for 2 nights, local transit transfers and admission to Monterey Bay Aquarium.

Most Outstanding Workplace - If your company/organization has more employees who meet the Challenge than any other participating company, you (and all employees who participated) will receive a free catered lunch.

Commute Contender Workplace - If at least 10, but fewer than 20 of your employees meet the Challenge, you will receive: \$25 in Commute Bucks*.

Rewards for your Employees:

♦ Meet the Challenge-Be a Commute Champion! Use a Commute Alternative 30 times between July 1 and October 31 - In addition to saving money, time and stress, receive \$50 in Commute Bucks*, plus entry in a Local Prize Drawing for prizes worth \$100, like gift cards for home improvement and electronic stores, local restaurants and a spa package.

♦ Be the Most Outstanding Commuter - Use a commute alternative more than anyone at your company - and win \$100 in Commute Bucks*, plus entry in the Grand Prize Drawing for a \$500 Prize of Commute Bucks*.

Give it a Try! If you try but do not meet the Challenge, you may be eligible to receive \$25 in Commute Bucks*.

*Commute Bucks are your choice of gas cards, transit passes, or gift cards from a local bike shop or athletic shoe store.

ATTACHMENT C

Solano Commute Challenge
Results as of 8/17/07

25 employers
161 registered employees

City	Employers	# of registered employees
Benicia		
	City of Benicia	4
	Benicia Fabrication & Machine	0
	The Henry Wine Group	1
Dixon		
	Cardinal Health	0
	First Northern Bank	3
	Superior Farms	0
Fairfield/Suisun City		
	City of Fairfield	6
	Goodrich	22
	Kaiser Permanente Medical Offices	1
	Solano Family & Children's Services	1
	Abbott Labs	4
	Papyrus	7
	Travis AFB	4
	Professional Hospital Supply	0
Rio Vista		
	City of Rio Vista	1
	California Vegetable Specialties	6
Vacaville		
	City of Vacaville	10
	Genentech	49
	Kaiser Permanente Medical Offices	13
	Pacific Cycle	0
	Vacaville Unified School District	4
	NorthBay Health Care	18
Vallejo		
	City of Vallejo	3
	Kaiser Permanente Medical Center	3
	Crestwood Manor	1

SOLANO COMMUTE CHALLENGE MONTHLY COMMUTE LOG



Please check the appropriate box to indicate the way you commute to and from work on each day.

For the Month of:

Date	Drive Alone	Carpool	Vanpool	Transit	Bike	Walk
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						

Daily Commute Mileage: _____

I certify that this statement is true, correct and complete to the best of my knowledge and belief.

Name (printed) & Signature required

Date

Employer Name

Employer Address

At the end of each month, please return this form to: SNCI, One Harbor Center, Suite 130, Suisun City, CA 94585 or fax to 707-424-6074.



DATE: August 20, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, 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, marketing, promotions and events. Other items are included as they become relevant.

Discussion:

Transit Schedules: The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of August 20th. Based on the response received, an updated transit matrix will be provided at the meeting.

Marketing/Promotions: The Solano Commute Challenge, the targeted outreach campaign for Solano County employers, was implemented in July. The overall goal for this campaign is to increase and sustain Solano County employees' use of alternative transportation. The Challenge is to "Use transit, carpool, vanpool, bike, or walk to work at least 30 times from July to October." Twenty-six (26) employers in Solano County have committed to the Challenge. To date, over 160 employees have accepted the Challenge and are tracking their daily commute choices. A thorough update on the Solano Commute Challenge is provided in a separate staff report.

Events: SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. Since the last Consortium meeting, staff attended Farmers Markets in Fairfield, Vacaville, Benicia, and Vallejo. Additional public events were staffed at the Fairfield Job Fair and the Dixon Lambtown Festival. Staff also participated in an employer event at Kaiser Permanente Medical Offices in Fairfield.

Recommendation:

Informational.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: August 17, 2007
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
California State Parks Habitat Conservation Fund	Matthew Farris, California Department of Parks and Recreation (DPR) (916) 651-7738	October 1, 2007
California State Parks Regional Trails Program*	Non-Motorized Projects: Matthew Farris, Cal DPR, (916) 651-7738 Motorized Projects: Dan Canfield, Cal DPR, (916)324-1574	October 1, 2007
Caltrans Transportation Planning Grant – Environmental Justice: Context-Sensitive Planning*	Surinder Sikand, Caltrans, (510) 286-5472	October 13, 2007
Caltrans Planning Grant – Community-Based Planning*	Beth Thomas, Caltrans, (510) 286-7227	October 13, 2007
Caltrans Planning Grant – Federal Transportation Account (FTA) 5303 Partnership Planning*	Cameron Oakes, Caltrans, (510) 622-5758	October 13, 2007
Caltrans Planning Grant – FTA 5303 Statewide Transit Planning Studies*	Blesilda Gebreyesus, Caltrans, (510) 286-5578	October 13, 2007
Caltrans Planning Grant – FTA 5303 Transit Technical Planning Assistance*	Blesilda Gebreyesus, Caltrans, (510) 286-5578	October 13, 2007
Caltrans Planning Grant – FTA 5303 Transit Professionals Development*	Blesilda Gebreyesus, Caltrans, (510) 286-5578	October 13, 2007
San Francisco Bay Trails Project*	Maureen Gaffney, Association of Bay Area Governments (ABAG) (510) 464-7909	\$6 Million Available; Open Until Funds Exhausted

*New funding opportunity

FUNDING OPPORTUNITY
California State Parks
Habitat Conservation Fund
Due October 1, 2007

TO: SolanoExpress Intercity Transit Consortium
FROM: Sara Woo, Planning Assistant

This summary of the California State Parks Habitat Conservation Fund is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

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

Program Description: Funded as part of the California Wildlife Protection Act of 1990 to protect wildlife and educate the public about wildlife.

Funding Available: \$2 million is available under the program. Cities, counties and districts are eligible to apply. The HCF program requires a dollar for dollar match from a non-state source.

Eligible Projects: The following categories will be funded during the upcoming grant cycle:

1. Rare, Threatened, Endangered, or Fully Protected Species Habitat
2. Wetland Habitat
3. Riparian Habitat

- Examples:**
- City of Vacaville – Alamo Creek Acquisition \$500,000, FY 2007/08
 - City of Vacaville – Pleasants Valley Encinosa Acquisition \$250,000, FY 2005/06
 - City of Vacaville – Ulatis Creek \$72,000, FY 1997/98; \$86,400 & \$54,000, FY 1996/97

Further Details: <http://www.parks.ca.gov>

Program Contact Person: Matthew Farris, California Department of Parks and Recreation
(916) 651-7738
mfarr@parks.ca.gov

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
California State Parks
Recreational Trails Program (RTP)
Due October 1, 2007

TO: SolanoExpress Intercity Transit Consortium
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Cities, counties, districts, state agencies and nonprofit organizations with management responsibilities over public lands.

Program Description: The Recreational Trails Program provides funds annually for recreational trails and trails-related projects.

Funding Available: Approximately \$3-4 million will be available for non-motorized projects and approximately \$1.65 million for motorized projects based on the federal Fiscal Year 2006-07 appropriation. Minimum match of 12% required.

- Eligible Projects:
- Maintenance and restoration of existing recreational trails (motorized projects only);
 - Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails;
 - Purchase and lease of recreational trail construction and maintenance equipment (motorized projects only);
 - Construction of new recreational trails
 - Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors;
 - Operation of educational programs to promote safety and environmental protection as those objectives relate to the use of recreational trails (motorized projects only).

Further Details: <http://www.parks.ca.gov>

Program Contact Person: Non-Motorized Projects: Matthew Farris, (916) 651-7738, mfarr@parks.ca.gov

Motorized Projects: Dan Canfield, (916) 324-1574, dcanfield@parks.ca.gov

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
Environmental Justice: Context-Sensitive Planning
Due October 13, 2007

TO: SolanoExpress Intercity Transit Consortium
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Planning Grant for Environmental Justice: Context-Sensitive Planning 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: Applicants: Cities, counties, transit districts and Native American Tribal Governments.
Sub-applicants: Non-profits, Community Based Organizations, Local Transportation Commissions, etc.

Program Description: Funds projects that promote public participation in planning to improve mobility, access, equity, affordable housing, and economic opportunities for low-income, minority and Native American communities

Funding Available: \$3 million from the State Highway Account for FY 07/08. Maximum grant amount is \$250,000. A local match equal to 10% of the grant request is required, of which half may be in-kind.

- Eligible Projects:
- Identification and involvement of under-represented groups in planning and project development.
 - Planning and Safety improvements for pedestrians and bicycles
 - Developing Guidelines and supporting information for EJ element of a General Plan
 - Transportation Projects in underdeveloped rural agricultural areas
 - Transportation Planning that enhances the business climate, affordable housing, and economic development in under-served communities development

- Examples:
- Monument Corridor Marketing and Outreach Project, Central Contra Costa Transit Authority - \$87,200, FY 05/06
 - Fruitvale Alive!/City of Oakland - \$170,000, FY 03/04
 - Le Grand, Circulation Plan – 68,400, FY 03/04

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Surinder Sikand, Caltrans District 4, (510) 286-5472

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
Community-Based Planning
Due October 13, 2007

TO: SolanoExpress Intercity Transit Consortium
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Community-Based Planning is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities, counties, transit districts and Public Entities. Sub recipients: Non-profits, Private Sector entities, Universities, etc.

Program Description: Funds transportation and land use planning that promote public participation and support livable community concepts.

Funding Available: \$3 million from the State Highway Account for FY 06/07. Maximum grant amount is \$300,000. A local match equal to 20% of the grant request is required, of which half may be in-kind.

- Eligible Projects:
- Long-term sustainable community/economic development growth studies or plans
 - Safe, innovative, and complete pedestrian/bicycle/transit linkage studies or plans
 - Community to school linkage studies or plans
 - Jobs and affordable housing proximity studies or plans
 - Transit Oriented/Adjacent Development or “transit village” studies or plans
 - Community transit facility/infrastructure studies or plans
 - Mixed-land use development studies or plans
 - Form-based or smart code development
 - Context sensitive streetscapes or town center studies or plans
 - Grid street system studies or plans
 - Community revitalization studies or plans
 - Context sensitive community development planning
 - Studies for community-friendly goods movement transportation corridors, ports, and airports

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Beth Thomas, Caltrans District 4, (510) 286-7227

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5303 Partnership Planning
Due October 13, 2007

TO: SolanoExpress Intercity Transit Consortium
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Partnership Planning 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: The Partnership Planning Grant promotes planning studies that have a statewide benefit or multi-regional significance or both.

Funding Available: Approximately \$1 million will be available in FY 2007-08. The maximum amount per grant is \$300,000 with a 20% non-federal local match.

Eligible Projects:

- Regional, inter-county, and/or statewide mobility and access needs
- Land use and smart growth studies
- Corridor studies and corridor preservation studies
- Projects that evaluate transportation issues involving ground access to international borders, seaports, airports, intermodal facilities, freight hubs, and recreational sites

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Cameron Oakes, Caltrans District 4, (510) 622-5758

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5303 Statewide Transit Planning Studies
Due October 13, 2007

TO: SolanoExpress Intercity Transit Consortium
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Statewide Transit Planning Studies 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: Funds studies that reduce urban transportation needs and improve transit on a statewide or multi-regional level.

Funding Available: \$1,200,000 available with a grant cap of \$300,000. 11.47% non-Federal funds or in-kind local match required.

- Eligible Projects:
- GIS development
 - Transit-oriented development (TOD) studies
 - Transit planning
 - Development tools
 - Development models

Example:

- Transit-Related Child Care Study, Child Care Coordinating Council of San Mateo County - \$84,100

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5578

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5303 Transit Technical Planning Assistance
Due October 13, 2007

TO: SolanoExpress Intercity Transit Consortium
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Transit Technical Planning Assistance 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: Funds public intermodal transportation planning studies for rural transit service (Population of 50K or less).

Funding Available: \$900,000 available with a grant cap of \$100,000. 11.47% non-Federal funds or in-kind local match required.

Eligible Projects:

- Short-range transit development plans
- Ridership surveys
- Transit coordination studies

Example:

- Western Placer County Options for Transit Service Consolidation, Placer County Transportation Planning Agency - \$13,280

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5578

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5303 Transit Professionals Development
Due October 13, 2007

TO: SolanoExpress Intercity Transit Consortium
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Transit Professionals Development 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: *Transit Professionals Development:* Fund training and development of transit planning professionals and students.

Funding Available: \$200,000 available with a grant cap of \$50,000. 11.47% non-Federal funds or in-kind local match required.

Eligible Projects:

- Training manuals
- Internships

Example:

- Professional Development and Transit Internships, Yolo County Transportation District - \$46,478

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5578

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com



FUNDING OPPORTUNITY

San Francisco Bay Trails Project

No Due Date, Applications Open Until Available Funding is Exhausted

TO: SolanoExpress Intercity Transit Consortium
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Cities, counties and districts with planned trails are eligible to apply.

Program Description: The Bay Trail Project proposes the development of a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays.

Funding Available: Approximately \$6 million is available under the program.

Eligible Projects: Projects with San Francisco Bay Trails.

Examples:

- City of Benicia – Benicia State Recreation Area Bay Trail \$100,000, FY 01/02; Completed September 2003
- County of Solano – Solano Countywide Trails Plan \$46,000, FY 01/02; Completed February 2004

Further Details: <http://baytrail.abag.ca.gov/>

Program Contact Person: Maureen Gaffney, Bay Trail Planner (ABAG), (916) 651-8576, mureeng@abag.ca.gov

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075, swoo@sta-snci.com



DATE: August 20, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board and Advisory Committee Meeting Schedule for 2007

Background:

Attached are the STA Board and Advisory Committee meeting schedule for calendar year 2007 that may be of interest to the Consortium.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2007



Solano Transportation Authority

STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2007

September 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
September 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
September 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
September 21	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
September 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
October 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 14	6:00 p.m.	STA's 10 th Annual Awards	Vallejo	Confirmed
November 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
November 16	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
November 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
December 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
December 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative