



Solano Transportation Authority

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Members:

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

**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**10:00 a.m., Wednesday, September 26, 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 August 29, 2007 <i>Recommendation:</i> <i>Approve minutes of August 29, 2007.</i> Pg. 1	Johanna Masielat
B. Regional Policy for Paratransit Funding <i>Recommendation:</i> <i>Support requesting MTC dedicate increased State Transit Assistance Funds for Regional Paratransit purposes.</i> Pg. 5	Elizabeth Richards

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 Readi-Ride	Fairfield/Suisun Transit	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	County of Solano

VI. ACTION FINANCIAL ITEMS

- A. **2008 State Transportation Improvement Program (STIP) Fund Estimate and Proposed Programming Priorities** Janet Adams
Recommendation:
Forward a recommendation to the STA Board to approve the draft 2008 STIP as specified in Attachment B.
(10:20 – 10:35 a.m.)
Pg. 13

VII. ACTION NON-FINANCIAL ITEMS

- A. **Solano Transit Consolidation Study Phase I and II Status** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board Steering Committee to approve the draft Scope of Work for Phase II of the Transit Consolidation Study.
(10:35 – 10:45 a.m.)
Pg. 19
- B. **Comprehensive Transportation Plan (CTP) Update** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to adopt the attached schedule for updating the Solano Comprehensive Transportation Plan.
(10:45 – 10:50 a.m.)
Pg. 29

VIII. INFORMATION ITEMS

- A. **10-Year Investment Plan for Highways, Transit Facilities and Transit Fleet Capital Needs** Janet Adams
Informational
(10:50 – 11:00 a.m.)
Pg. 33
- B. **Legislative Update** Jayne Bauer
Informational
(11:00 – 11:05 a.m.)
Pg. 47
- C. **Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County – Fund Estimate Update** Elizabeth Richards
Informational
(11:05 – 11:10 a.m.)
Pg. 113

- D. Route 30 Performance Update for Fiscal Year (FY) 2006-07** Elizabeth Niedziela
Informational
(11:10 – 11:15 a.m.)
Pg. 117
- E. Fiscal Year (FY) 2007-08 SolanoExpress Marketing and Outreach Program** Elizabeth Richards
Informational
(11:15 – 11:20 a.m.)
Pg. 121
- F. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2006-07 Year-End Report** Judy Leaks
Informational
(11:20 – 11:25 a.m.)
Pg. 126
- G. SNCI Monthly Issues** Judy Leaks
Informational
(11:25 – 11:30 a.m.)
Pg. 141
- NO DISCUSSION**
- H. Project Delivery Update** Sam Shelton
Informational
Pg.143
- I. Funding Opportunities Summary** Sara Woo
Informational
Pg. 169
- J. STA Board Highlights – September 12, 2007** Johanna Masiclat
Informational
Pg. 183
- K. Updated STA Board and Advisory Committee Meeting Schedule for 2007** Johanna Masiclat
Informational
Pg. 189
- IX. OPERATIONS** Group
- X. LOCAL TRANSIT ISSUES** Group
- XI. ADJOURNMENT**
The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, November 28, 2007.**

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INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
August 29, 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
Crystal Odum-Ford	Vallejo Transit

Also Present:

Daryl Halls	STA
Robert Macaulay	STA
Elizabeth Richards	STA/SNCI
Judy Leaks	STA/SNCI
Sara Woo	STA
Johanna Masiclat	STA

Others Present:
(In Alphabetical Order)

John Harris	John Harris Consulting
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II. APPROVAL OF AGENDA

On a motion by Jeff Matheson, and a second by George Fink, 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: Jayne Bauer reminded the Consortium that nominations for STA's 10th Annual Awards were emailed last week and that the deadline to submit nominations is Friday, August 31, 2007.

Elizabeth Richards announced MTC's deadline in September for transit data for the Regional Transportation Plan (RTP).

V. CONSENT CALENDAR

On a motion by Jeff Matheson, and a second by George Fink, the SolanoExpress Intercity Transit Consortium unanimously approved the consent calendar items A and B.

Recommendation:

A. **Minutes of the Consortium Meeting of June 27, 2007**

Recommendation:

Approve minutes of June 27, 2007.

B. **Legislative Update**

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)

VI. ACTION - FINANCIAL ITEMS

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

Elizabeth Richards reviewed the amended list of allocation of STAF Fund Estimate for FY 2007-08. She listed the addition of three new project funding requests as: 1) Transit Consolidation Phase II Study for \$60,000; 2.) Vallejo Transit Consolidation/Implementation Study for \$30,000; and 3) Dixon Redit-Ride Performance and Operating Study for \$30,000.

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

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

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

Elizabeth Richards and STA's Transit Consultant, John Harris (John Harris Consulting) provided a status update on the progress of the Transit Consolidation Study Phase I and Phase II Scope of Work. George Fink asked when comments on the draft Phase II Scope of Work would be due. September 14th was set as the deadline. The Findings and Options Reports were being finalized and expected to be distributed shortly. She indicated that the Transit Consolidation Steering Committee consisting of the Mayors and City Managers of all the Cities and County will plan to have their first meeting early October.

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. 2

On a motion by Jeff Matheson, and a second by Crystal Odum-Ford, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

VI. ACTION – NON-FINANCIAL ITEMS

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

Robert Macaulay provided a review of the 2007 Solano Congestion Management Program. He announced that the CMP is due to be submitted to MTC by September 21, 2007. He stated that the Final 2007 Solano CMP is scheduled for adoption by the STA Board on September 12, 2007.

After discussion, Consortium members requested minor text changes to the CMP. They commented that the language on the Transit Consolidation Study was too determinative, and that there *would* be route and service changes should be modified to there *may* be changes.

Recommendation:

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

On a motion by Jeff Matheson, and a second by John Andoh, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation to include minor text changes requested by the Cities of Fairfield and Vacaville.

INFORMATION ITEMS

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

George Fink addressed the City of Fairfield's interest in changing the management of Rts. 30 and 90 and Solano Paratransit. During a lengthy discussion, Daryl Halls emphasized that intercity services went through numerous changes in the past year in terms of operation and funding. He also noted that a countywide Transit Consolidation Study is underway. At this time, STA staff's priority is to stabilize the existing system and allow the Transit Consolidation Study to progress before further changes are made other than those already agreed to. In response to George Fink's interest in making service changes to Rts. 30 and 90 and the perception that this was not dynamic with the current management arrangement, Daryl Halls requested that the City of Fairfield submit a letter describing the types of service changes proposed for Rt. 30 and 90 so that the STA and City of Fairfield could review, discuss, and address this issue. Brian McLean requested that the Consortium be provided regular updates.

B. **Bay Area Regional Rail Plan**

Robert Macaulay stated that the Bay Area Regional Rail Plan is undergoing a series of regional hearings and two hearings will be held at Suisun City Hall on Monday, August 20th 2007. He indicated that the MTC Planning Committee will consider the Plan and the public comments on September 14th and is scheduled to take action on the report on September 24th.

C. Solano Commute Challenge Update

Judy Leaks reported that over 160 employees have signed-up to the Solano Commute Challenge (SCC). She stated that staff is working on two levels to continue to promote The Challenge and that the 25 registered employers are regularly contacted to encourage the promotion of The Challenge to their employees.

D. SNCI Monthly Issues

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

NO DISCUSSION

E. Funding Opportunities Summary

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

IX. LOCAL ISSUES

At the request of Chair McLean, discussion of operating issues including, operating concerns, route improvements, coordination issues, and marketing will be added at the end as a separate meeting. The gist of this section should be to open the channels of communication between the players so that issues can be fleshed out before they become problems to make improvements and enhance service for our patrons and to build the foundation for a more cooperative approach to managing transit services.

In addition, the Consortium members provided reports on transit issues in their respective cities.

X. ADJOURNMENT

The meeting was adjourned at approximately 11:20 a.m. The next meeting is scheduled for **Wednesday, September 26, 2007 at 10:00 a.m.** in the STA Conference Room.



DATE: September 17, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Regional Policy for Paratransit Funding

Background:

The Solano Transportation Authority (STA) manages two countywide allocations of State Transit Assistance Funds (STAF): Northern County and Regional Paratransit. State statute allows STAF to be used for a range of transit related activities. In the past, the Northern County STAF has been used to provide matching funds for the purchase of buses, fund several countywide and local transit studies, fund transit marketing activities, fund intercity transit operations on a short-term or transitional basis, and supported STA transportation planning and transit coordination efforts. The Regional Paratransit STAF has typically been used for matching funds for paratransit vehicles, paratransit marketing, plans and studies, and funding of operations on a short-term. Annually, the STA works with local transit operators to develop a candidate list of projects and programs for funding from STAF for both the Northern Counties and the Regional Paratransit. The candidate list is ultimately approved by the STA Board.

Discussion:

The Metropolitan Transportation Commission (MTC) manages the STAF funds regionally and sets policy on how these funds are distributed to each county. Prior to the November 2006 passage of Proposition 1B, longstanding policies were used. Since the early 1990s, STAF- Regional Paratransit growth has been based on the Consumer Price Index (CPI). The CPI offers steady growth each year, but it is extremely modest especially as compared to the increasing costs of providing paratransit services.

With the passage of Proposition 1B, there have been multiple statewide and regional discussions of how the new transportation revenues secured through the Proposition 1B bonds would be distributed and how they may change how current transportation funds are impacted. A concern that has been raised throughout the region is that more funds need to be dedicated to paratransit beyond the currently CPI indexed STAF-Regional Paratransit formula. Regionwide, the general population is aging and there has been an increasing demand for paratransit service which will continue in the years ahead.

MTC is currently proposing a new policy for the distribution of STAF funds (see Attachment A). Currently, there is a distribution policy for "STAF Base" (existing STAF) and a second distribution policy for Proposition 42 generated STAF; Prop. 42 STAF funds are a new revenue stream. This is outlined in MTC's attached report. Existing policy is that 22% of the STAF Base is allocated to Regional Paratransit. Prop. 42 STAF fund distribution is proposed to include no funds for Regional Paratransit. Combined, the proposed result is that Regional

Paratransit receives only 11% of the total amount. At the same time, 29% is proposed for “Regional Coordination/TransLink” and another 32% for Lifeline. STA staff recommends that MTC develop an alternative STAF funding policy that would increase the percentage share to Regional Paratransit to assist Solano County, and all other Bay Area counties, respond to the growing paratransit needs.

Fiscal Impact:

A modification of this policy by MTC as requested would result in an increase of regional paratransit funds for Solano County.

Recommendation:

Support requesting MTC dedicate increased State Transit Assistance Funds for Regional Paratransit purposes.

Attachment:

- A. 09/17/07 MTC Report re: State Transit Assistance – Population-Based – Consolidated Formula



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
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Oakland, CA 94607-4700
Tel: 510.464.7700
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Memorandum

DATE: September 17, 2007

TO: Partnership Technical Advisory Committee

FR: Anne Richman

RE: State Transit Assistance – Population-Based – Consolidated Formula

As part of the adoption of the Proposition 1B – Regional Transit Program in June 2007, the Commission directed staff to develop a consolidated formula proposal for the distribution of State Transit Assistance (STA) population-based funds. Staff is seeking input from the Bay Area Partnership in the development of this formula.

Background

STA population-based funds are currently distributed based on the existing STA Base and the Proposition 42 policies. Summaries of these policies and the recently adopted Proposition 1B Regional Transit Program are provided below.

STA Base Policy

The distribution of the population-based funds in the Bay Area is based on a policy adopted by MTC in 1991 that defines this distribution as follows:

Northern Counties: Apportioned to each of the four counties (Marin, Sonoma, Solano excluding Vallejo, and Napa) in proportion to each county's share of the region's population.

Small Operators: Apportioned to the small operator service areas to reflect the relative population of the service area compared to the population of the southern five counties (Small ops include CCCTA, ECCTA, LAVTA, Union City, WestCAT, and Vallejo).

Regional Paratransit Program: Apportioned base amount with an annual consumer price index (CPI) adjustment to each of the nine counties in proportion to each county's share of the region's transportation disabled population as determined by the 1990 Regional Paratransit Plan. The funds are to be used only for services to meet requirements of the Americans with Disabilities Act.

MTC Regional Coordination Program: The balance of Population Based funds are available for regional coordination activities, such as the implementation of TransLink®.

Proposition 42

Passed by state voters in 2002, Proposition 42 dedicated the sales tax on gasoline to transportation, creating an additional transit revenue stream based on the STA formula. The Proposition 42 funds may be used for operating or capital expenses. As part of MTC's adoption of the regional transportation plan, Transportation 2030 (T2030), the Commission dedicated MTC's population-based share of the Proposition 42 revenues exclusively to the Lifeline and TransLink® programs beginning in FY 2008-09.

Proposition 1B – Regional Transit Program

In June 2007, MTC programmed \$347 million in population-based state bond funds for capital purposes. In addition, based on current revenue estimates and after honoring existing programming policies, MTC programmed \$72 million in uncommitted surplus STA and Proposition 42 funds estimated to be available over the next ten years. These funds will be directed to the Lifeline program, and to the Small Operators/Northern Counties.

Distribution of projected STA Base and Proposition 42 funds for the ten-year timeframe (FY 2008-09 to FY 2017-18) are included as Attachments A and B. As illustrated in the attachments, original commitments based on Item 10 September 17, 2007 Page 2 of 3

the existing policies are augmented with \$72 million in new funding: \$26 million in STA Base funding and \$46 million in Proposition 42 funding.

Consolidated Formula

Staff is recommending converting the multiple existing STA base and Proposition 42 policies into one fixed percentage policy as illustrated in the chart below. By translating the figures that resulted from the calculations into percentages, the objective would be a more streamlined consolidated program that would allow all programs to share in future revenue growth. The consolidated program would:

Begin in FY 2008-09, in accordance with the adopted Proposition 1B - Regional Transit Program

Migrate existing STA Base and Proposition 42 Increment revenues into a consolidated STA Program

Normalize the program and assist operators in financial planning

Provide distribution clarity and reliability to transit agencies and MTC

Improve the position of all funding categories – providing funding levels above current forecasts if gas tax receipts continue to grow

Summary of Existing and Proposed Policies

A	Category	Original STA Base	%	Revised STA Base	%
	Northern Counties/ Small Operators	62	31%	62	31%
Paratransit	43	22%	43	22%	
Regional Coordination/Translink	93	47%	67	34%	
Lifeline			26	13%	
Total		198	100%	198	100%

B	Category	Original Prop. 42	%	Revised Prop. 42	%
	Northern Counties/ Small Operators	0	0%	41	23%
Paratransit	0	0%	0	0%	
Regional Coordination/Translink	44	33%	44	24%	
Lifeline	91	67%	96	53%	
Total		135	100%	181	100%

As part of the Proposition 1B - Regional Transit Program, the 10-year Prop 42 Revenue Estimate was reevaluated and increased by \$46 Million

C = A+B	Category	Original STA Base + Prop 42	%	Revised STA Base + Prop 42	%
	Northern Counties/ Small Operators	62	19%	103	27%
Paratransit	43	13%	43	11%	
Regional Coordination/Translink	137	41%	111	29%	
Lifeline	91	27%	122	32%	
Total		333	100%	379	100%

Per the adopted Prop 1B Regional Transit Program, up to \$32 million in Regional Coordination expenses may be swapped to Prop 1B capital funds to increase the operating capacity within the augmented Lifeline program.

Methodology

The following information is a recap of the methodology that led to the development of the 10-Year STA program and policy adopted in June.

Revenue Projections: The 10-Year revenue figures were based on the 2007-2016 Short Range Transit Plan projections for State Transit Assistance (released in September 2006), and included both base and Proposition 42 revenues. The general assumptions on fuel price and consumption rates were based on Caltrans' 2005 forecasts that were adjusted slightly to incorporate the actual consumption and price growth that occurred in 2006 and 2007. Over the ten year period, it was assumed that fuel consumption would grow at an average annual rate of about 1.9%, and that fuel prices would increase significantly for FYs 2006 and 2007, but then would come back down, averaging about 2.5% nominal growth per year. MTC staff believes these assumptions were conservative

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given recent trends in fuel price. Over the 10-Year timeframe, the base revenues are estimated at \$183M with \$15M in carryover from the MTC Regional Discretionary program for a total of \$198M. For Proposition 42 over the period, the total was \$181M.

Funding Commitments: The next step used the percent shares for the base program from the SRTP projections noted above to establish the baseline assignments by program category. For the Proposition 42 revenues, the pro-rata amount of Lifeline funds were assumed consistent with Transportation 2030. For TransLink® and the Regional Program more generally, the estimated needs were refined resulting in the surpluses that were then reassigned through the Proposition 1B program adopted in June 2007 to Lifeline and the Small Operator/Northern County programs.

The policy discussion resulted in the program estimates by category for base and Proposition 42 funds over the 10-Year period shown above. The consolidated proposal would translate the numbers into percentages of a combined Base and Proposition 42 revenue total, and allow all programs to share in growth in revenue.

Spillover

The adopted Proposition 1B Regional Transit Program directs the initial \$62 million in future population-based Spillover funds to restore funding areas that were reduced during the program development (\$19 million) and provide the regional contribution to the Caltrain Right-of-Way Settlement (\$43 million), beginning with \$6.4 million in FY 2007-08 – based on the statewide Spillover amount in the recently passed budget.

Future Spillover revenues, after meeting the \$62 million commitment, could either follow the consolidated policy percentages above or follow another framework. Staff will return next month with several options for consideration and discussion.

Next Steps

MTC is currently seeking input on this proposal from the Partnership. After input from our partners, staff will incorporate the changes into a resolution for Commission review and action. The Commission will consider adopting a consolidated formula policy in late 2007/early 2008, prior to the adoption of the FY 2008-09 Fund Estimate in February 2008.

Feel free to contact Kenneth Folan at 510.817.5804 or kfolan@mtc.ca.gov with input or questions.

J:\COMMITTEE\Partnership\Partnership TAC\2007 PTAC\07 Memos\09_September\10_STA Formula Distribution 9-07.doc

ATTACHMENT A
 Proposition 1B - Regional Transit Program
 STA Base Policy - \$198 Million
 10-Year FY 2009 - 2018

(Adopted June 27, 2007)

	Existing Commitments			New Funding	Total
	Existing Base North/Small \$62 Million	Paratransit \$43 Million	Regional Coordination \$67 Million ¹	Lifeline \$26 Million ¹	STA Base Policy
Northern Counties/ Small Operators					
Marin	6.6				6.6
Napa	3.5				3.5
Solano (includes Vallejo)	11.0				11.0
Sonoma	12.5				12.5
CCCTA	12.7				12.7
ECCTA	7.1				7.1
LAVTA	5.0				5.0
Union City	1.9				1.9
WestCat	1.8				1.8
SUBTOTAL	62.0				62.0
County					
Alameda		10.0		7.1	17.1
Contra Costa		5.2		3.3	8.4
Marin		1.2		0.7	1.9
Napa		0.8		0.4	1.2
San Francisco		7.9		3.9	11.8
San Mateo		4.4		1.8	6.2
Santa Clara		9.1		5.6	14.7
Solano		2.2		1.4	3.6
Sonoma		2.4		1.6	4.0
SUBTOTAL		43.0		26.0	69.0
MTC Regional Coordination			67.0		67.0

GRAND TOTAL	62.0	43.0	67.0	26.0	198.0
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GRAND TOTAL

Note: Includes revenues generated over 10-year period plus \$15 million carryover from regional coordination program

1 - Per the adopted program, up to \$32 million in Regional Coordination expenses may be swapped to Prop 1B capital funds to increase the operating capacity within the augmented Lifeline program.

8/29/2007

ATTACHMENT B

Proposition 1B - Regional Transit Program

Prop 42 Increment - \$181 Million

10-Year FY 2009 - 2018

(Adopted June 27, 2007)

	Existing Commitments		New Funding		Total
	Lifeline \$91 Million	Translink \$44 Million	North/Small Ops \$41 Million	Lifeline \$5 Million	Prop 42 Increment
Northern Counties/ Small Operators					
Marin			4.4		4.4
Napa			2.3		2.3
Solano (includes Vallejo)			7.3		7.3
Sonoma			8.3		8.3
CCCTA			8.4		8.4
ECCTA			4.7		4.7
LAVTA			3.3		3.3
Union City			1.2		1.2
WestCat			1.2		1.2
SUBTOTAL			41.0		41.0
County					
Alameda	24.9			1.4	26.6
Contra Costa	11.4			0.6	12.1
Marin	2.5			0.1	2.6
Napa	1.5			0.1	1.6
San Francisco	13.7			0.8	14.6
San Mateo	6.5			0.4	6.9
Santa Clara	19.7			1.1	21.0
Solano	5.0			0.3	5.3
Sonoma	5.7			0.3	6.1
SUBTOTAL	91.0			5.0	96.0
MTC TransLink®		44.0			44.0

GRAND TOTAL	91.0	44.0	41.0	5.0	181.0
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GRAND TOTAL 8/29/2007

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DATE: September 20, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Janet Adams, Director of Projects
RE: 2008 State Transportation Improvement Program (STIP) Fund Estimate
and Proposed Programming Priorities

Background:

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP is composed of two sub-elements: 75% to the Regional Transportation Improvement Program (RTIP) with projects decided by regional agencies and 25% to the Interregional Transportation Improvement Program (ITIP) with projects nominated by Caltrans. The STIP cycle is programmed every two years and covers a five-year period.

The California Transportation Commission (CTC) has not yet adopted a 2008 STIP fund estimate. The draft fund estimate was released by the CTC on September 20, 2007 (Attachment A). CTC staff has indicated that Assembly Bill (AB) 717 (Perata), if signed by the Governor it will modify this fund estimate. Although it is not clear the exact impact of AB 717 on the fund estimate, it is thought that the Base Share amount would then be targeted to transit. It is expected the CTC will adopt the fund estimate at a special meeting on October 24, 2007 in Sacramento. This draft fund estimate provides a total of \$14.390 million for Solano County. The components of this estimate are; \$4.541 Base Share, \$10.424 million Highway Target, and \$0.844 million in Transportation Enhancement (TE) funds.

On September 12, 2007 the STA Board approved programming of 5% of the 2008 STIP to Planning, Programming and Monitoring (PPM) purposes as allowed by Assembly Bill (AB) 2538 (Wolk). In addition, the STA Board approved a STIP Swap of \$1.9 million from the 2008 STIP funds to provide the STA with resources to progress the transportation needs of the county as well as having the flexibility to respond to changing needs. Details of the STIP Swap remain to be worked out with MTC.

Discussion:

Although the CTC has not yet adopted the 2008 STIP Fund Estimate, the amount estimated to be available for Solano County to program is:

Draft 2008 STIP (Fiscal Year (FY) 2011-12 and 2012-13)
(As Released by the CTC on September 20, 2007)
\$4.541 M Base Share (Through 2011-12)
\$10.424 M Highway Target (Through 2012-13)
\$0.844 M TE (Through 2012-13)

The PPM funds are programmed from the Highway Funds element of the overall STIP. The estimated PPM share from the 2008 STIP would be:

11/12 = \$360,000
12/13 = \$360,000
Total = \$0.720 M

The \$1.9 million in STIP Swap approved by the STA Board on September 12, 2007 is intended to be an off the top transaction, as the swap will benefit both transit and highway projects in the county. The TE funds that are associated with the STIP are associated with Transportation for Livable Communities (TLC) as part of the STA Alternatives Modes Strategies. These TE funds are not subject to this proposed programming of the STIP at this time. Therefore, the remaining 2008 STIP to be programmed after the STIP SWAP is estimated as follows:

\$8.242 M Highway Funds (after the \$0.72 M PPM is removed)
\$2.684 M Base Share (Thought to ultimately be PTA Funds)

Based on the Draft 10-Year Investment Plan that is a separate staff report, there are Tier One projects that have been identified for both the Highway/Major Roads element and for the Transit Facilities element. The Highway/Major Roads element will receive funding through the Highway Funds of the STIP and the Transit Facilities will receive funding through the PTA Funds of the STIP.

Tier One for the Highway/Major Road Projects are the Jepson Parkway segments. The Jepson Parkway environmental document is expected to be released for public comment as soon as Caltrans provides comments to the document. Once the Jepson Parkway project is approved, design and right of way acquisition can begin. This project has been a STIP priority for the STA Board as reflected in the \$28 million currently programmed for the project. This project is subject to the 50/50 policy whereas 50% of the funds will come from local sources, therefore each dollar of regional funds invested in the project yields a 1:1 match of local funds. This project was a priority to many Technical Advisory Committee (TAC) members during the programming discussion associated with the 2006 STIP Augmentation. However, the 2006 STIP Augmentation was heavily directed to the Jameson Canyon Project to leverage Proposition 1 B Corridor Mobility Investment Account (CMIA) funds. At this time it is recommended that the balance of the 2008 STIP Highway funds go to the Jepson Parkway Project.

Tier One for Transit Projects are the Vallejo Ferry Maintenance Facility (Phase 1 and 2) and the Vacaville Intermodal Station (Phase 1). Both these projects, once fully funded can begin construction within five years. The Vallejo Ferry Maintenance Facility Project is intended to improve the operational efficiency of the ferry system. Continued investment in the ferry by the County will also show regional support for the ferry. Currently there is a federal earmark proposed for this project of \$1 million. Certainty of this earmark will not be known until late fall 2007/early winter 2008. The shortfall of this project currently is \$2.713 million.

Secondly, it is proposed to fund the Vacaville's Intermodal Station (Phase 1), once fully funded will begin construction in FY 2008-09. The shortfall of this project is \$2.75 million. Once these projects are fully funded, staff recommends any remaining STIP

PTA funds be dedicated to the Fairfield/Vacaville Rail Station subject to the development of a funding plan and schedule by the City of Fairfield and reviewed and agreed by the STA.

Fiscal Impact:

There is not fiscal impact with the proposed STIP programming at this time. However, the actual programming of STIP funds to the Jepson Parkway Project will provide resources to the STA staff for direct project related costs.

Recommendation:

Forward a recommendation to the STA Board to approve the draft 2008 STIP as specified in Attachment B.

Attachment:

- A. CTC Draft 2008 STIP Fund Estimate
- B. Draft 2008 STIP for Solano County

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DRAFT 2008 STIP FUND ESTIMATE
Summary of Targets and Shares
(\$1,000's)

County	2008 STIP Programming				
	Base	Highway Target	TE Target	Total Target	Maximum
	Share Through 2011-12	Target through 2012-13	Target through 2012-13	Target through 2012-13	Estimated Share through 2015-16
Alameda	12,881	30,192	2,751	43,127	125,174
Alpine - Amador - Calaveras	2,923	5,848	465	8,032	21,892
Butte	1,808	5,122	526	7,598	23,305
Colusa	3,234	4,515	138	5,166	9,292
Contra Costa	9,959	21,352	1,782	29,732	82,889
Del Norte	2,782	4,109	134	4,735	8,709
El Dorado LTC	0	692	337	2,275	12,313
Fresno	31,854	44,376	1,906	53,340	110,203
Glenn	3,791	4,836	147	5,530	9,936
Humboldt	4,745	11,752	532	14,257	30,139
Imperial	23,155	28,760	891	32,948	59,514
Inyo	8,754	13,778	721	17,171	38,685
Kern	17,420	58,839	2,497	70,582	145,063
Kings	9,982	13,490	373	15,242	26,356
Lake	6,867	3,310	229	9,388	16,227
Lassen	4,557	7,090	337	8,678	18,747
Los Angeles	0	53,881	16,837	133,072	635,378
Madera	3,530	5,867	387	7,454	17,525
Marin	0	0	521	0	0
Mariposa	2,874	5,714	138	6,361	10,462
Mendocino	4,886	8,041	501	10,398	23,351
Merced	6,996	10,815	606	13,667	31,763
Modoc	3,507	4,635	180	5,478	10,824
Mono	11,144	14,508	535	17,021	32,965
Monterey	1,146	7,371	976	11,959	41,061
Napa	0	1,399	323	2,918	12,556
Nevada	3,396	5,189	285	5,529	15,027
Orange	8,117	40,983	5,078	63,969	215,478
Placer TPA	0	0	535	0	0
Plumas	9,452	10,749	204	11,707	17,784
Riverside	0	0	3,639	10,422	118,967
Sacramento	14,439	29,305	2,362	40,414	110,877
San Benito	0	343	177	1,174	6,444
San Bernardino	50,278	85,266	4,728	107,495	248,556
San Diego	0	0	5,566	13,408	179,455
San Francisco	50,780	59,637	1,407	66,254	108,230
San Joaquin	12,813	26,597	1,236	32,413	69,296
San Luis Obispo	17,286	23,640	994	28,314	57,956
San Mateo	17,380	26,571	1,460	33,439	77,002
Santa Barbara	12,186	19,797	1,130	25,114	58,843
Santa Clara	0	0	3,221	5,367	101,460
Santa Cruz	54	5,357	561	7,997	24,741
Shasta	5,110	3,911	576	11,622	28,812
Sierra	365	971	95	1,421	4,272
Siskiyou	3,833	5,340	398	8,212	20,085
Solano	4,541	10,424	844	14,390	39,548
Sonoma	0	0	1,028	0	21,963
Stanislaus	14,613	21,295	958	25,800	54,377
Sutter	352	1,713	217	2,731	9,184
Tahoe RPA	4,238	5,406	141	7,071	11,287
Tehama	4,770	7,635	290	8,998	17,648
Trinity	4,382	5,684	207	6,657	12,829
Tulare	14,225	21,661	1,172	27,171	62,127
Tuolumne	832	2,579	234	3,681	10,668
Ventura	19,066	30,008	1,564	37,832	87,466
Yolo	737	3,846	482	5,819	19,605
Yuba	765	1,917	165	2,695	7,633
Statewide Regional	452,805	837,006	75,754	1,154,245	3,373,949
Interregional	140,195	310,994	25,250	429,755	1,183,051
TOTAL	593,000	1,148,000	101,004	1,584,000	4,557,000

	Carryover	New	Total
Statewide Flexible Capacity	0	1,148,000	1,148,000
Statewide PTA Capacity	35,000	300,000	335,000
Statewide TE Capacity	0	101,000	101,000
Total STIP Capacity	35,000	1,549,000	1,584,000

Draft 2008 STIP for Solano County
(\$14.390 Fund Estimate)

\$1.900 M STIP Swap
\$8.962 M Highway Funds
\$2.684 M Base Share (Thought to ultimately be PTA Funds)
\$0.844 M TE Funds

Highway Funds:

\$0.720 M Planning, Programming and Monitoring (PPM)
\$8.242 M Jepson Parkway

Base Share (Thought to ultimately be PTA Funds)

\$1.342 Vallejo Ferry Maintenance Facility (Phase 1 and 2)
\$1.342 Vacaville Intermodal Station (Phase 1)
\$Pending Fairfield/Vacaville Rail Station



DATE: September 17, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Transit Consolidation Study Phase I and 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 an extensive outreach ranging from interviews with transit operator staff, other city staff, public officials, funding partners, and others. Nearly sixty (60) interviews were conducted from March through June 2007. Focus groups were held with the STA's Paratransit Coordinating Council (PCC) members in May and, in addition, two focus group sessions with transit users were held in June.

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 local and intercity American for Disabilities (ADA) paratransit service.

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 Executive Summary, Findings, and Options Reports were updated.

Discussion:

All three Phase I reports were distributed on September 14th to all Solano City Council members, the Board of Supervisors, City Managers and the County Administrator, TAC, Consortium members, and funding partners.

Many of the comments received on the draft 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 of work for Phase II was presented to the TAC and Consortium for information in August (see Attachment B). Comments on the scope were requested by September 14th. Comments have been received from Fairfield (see Attachment C). Only Vallejo has expressed that they plan to submit comments, but they had not yet been received by the STA when this report was prepared. Once Vallejo's comments are received, a revised scope will be drafted prior to the Consortium and TAC meetings.

The first Transit Consolidation Steering Committee meeting will be held October 24.

Fiscal Impact:

Phase II of the Transit Consolidation is proposed to be funded with a combination of local and regional STAF funds.

Recommendation:

Forward a recommendation to the STA Board Steering Committee to approve the draft Scope of Work for Phase II of the Transit Consolidation Study.

Attachments:

- A. STA Transit Consolidation Goals and Criteria
- B. Draft Phase II Scope of Work
- C. Fairfield comments on 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)

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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.

Comments and Notes
Draft Scope of Work
Solano Transit Consolidation Study, Phase 2

Task 1: Evaluation of Current Operations

Financial Analysis

1. The STA recently completed a Transit Financial Study at considerable cost. What additional data is required beyond that analysis?
2. All measures should be based upon objective criteria; therefore, NTD reported data should be used for evaluation of existing systems.
3. The consultant should Request a 5-year financial plan from operators, not “Project” their own plan for an operator.
4. Clarify the term “financial trends and issues”.
5. Identify standard industry costs for each operator using standard NTD data, for example Cost per revenue hour, Cost per revenue mile, etc. for comparison across operators.

Facilities Analysis

1. Define the criteria for evaluating “economies of scale”.
2. Further clarify how projected capital needs will be determined - by the consultant or by the operator? If by the consultant, what criteria will be used.
3. Identify what City facilities would not be available for transit consolidation and why.

Support Staff Analysis

1. “Issues and deficiencies” should be defined by the current operators.
2. The consultant should request organization charts and job descriptions from the operators; the consultant will not “Develop” these items.
3. The “financial summary” in this section is redundant to the Financial Analysis section.
4. The last bullet is incomplete and should specify using Current Operations Data for operators to compare to potential consolidation options.

Service Evaluation

1. No comments.

Paratransit Systems Evaluation

1. Specify to evaluate both complementary service and service beyond the required complementary service.

Governance Summary

1. Use the term “Governing Body” instead of “Board”.
2. For service provided to other cities, all modes of transit (local, intercity and paratransit) should be evaluated for methods of cooperation.

Task 2: Evaluation of Proposed Consolidation Options.

Financial Comparison

1. Discuss in detail how budgets will be developed for each option. How will hourly, or other, costs be determined? This item is critical to the credibility of the study and should be thoroughly explained. Explain the relationship between the

Budgets for the options and the “relative efficiency of the current system” as stated in the first bullet.

2. The consultant should Propose (not review) permanent and one-time revenue sources and specifically identify WHERE these funds would originate (City TDA, population or revenue based STA, RM2 for operations or Capital, City federal funds, etc.) for each option. This item is also critical for policymaker review of the consolidation options.
3. Consultant should evaluate issues with both the Transfer of any operational contract and the implementation of New contracts.

Facilities Comparison

1. The second bullet should be “Identify potential shared facilities currently in use that may be used in the proposed option.” Cities should identify these facilities in consultation with STA and the consultant.

Support Staff Comparison

1. Staffing levels for each option should be based on existing similar sized agencies, not pure theoretical staffing plans.

Service Comparison

1. No comments.

Governance Comparison

1. Add “Compare the proposed Governance Structure for each option to the status quo.”

Summary Report and Comparisons

1. Add “Evaluative responses to the comments submitted by local agencies on Phase 1.”

Task 3: Guidance and Implementation Documentation

Paratransit Systems Evaluation

1. This item is covered in Task 1 and should be deleted from this task.

Steering Committee Support

1. Fatal Flaws should be both technical and non-technical.

Focus Group Feedback.

1. Define the Focus Group. How does the Focus Group differ from the Steering Committee?

Study Consensus-Building and Presentations.

1. No Comments.

Final Consolidation Plan.

1. No comments.



DATE: September 18, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update

Background:

The Solano Comprehensive Transportation Plan (CTP) was adopted in June 2005. The CTP is made up of three elements: Freeways, Highways and Arterials; Transit; and Alternative Modes. The CTP incorporates other plans, including corridor studies, the Solano Countywide Bike and Pedestrian plans and the Solano Transportation for Livable Communities Plan.

There have been substantial changes to the transportation environment in Solano County since the plan was last prepared and adopted, including new plans and studies, passage of Proposition 1B and the pending development of a new traffic model. STA has adopted the "50/50" funding policy for routes of regional significance. In addition, the Metropolitan Transportation Commission (MTC) is in the process of updating its Regional Transportation Plan (RTP). The substance of the RTP will be known in mid-2008, with final adoption in early 2009, just as the next bi-annual update of the Solano Congestion Management Plan (CMP) is ready to begin. For these reasons, staff recommends an update of the Solano CTP. This update is identified as Item 29 in the STA's Overall Work Plan adopted recently by the STA Board.

Discussion:

The 2005 CTP was developed after substantial public input from the citizens of the 7 cities and the county of Solano; three (3) community meetings were held in each jurisdiction. Each of the CTP elements was also reviewed by the applicable STA Board subcommittee. One of the results of this approach is each of the three (3) CTP elements is slightly different in structure. In addition, there is not a single overriding purpose statement for the CTP. Each Element will also have a safety strategy, and will draw in safety elements from such projects as Safe Routes to School and a new Safe Routes to Transit plan.

The 2007-08 CTP will have a common structure for each of the elements. The CTP will have an overall purpose statement; each element will have its own purpose statement that ties into the overall purpose. Each element will then have an inventory of existing facilities and services, an assessment of needs, goals to meet the needs and strategies to implement the goals. Each element will also have a funding strategy. Some of the information that will be contained in the CTP has been recently updated through the 2007 update of the Congestion Management Plan (CMP) and the Transit Consolidation Study.

The CTP will require environmental review under the requirements of the California Environmental Quality Act (CEQA). STA's legal counsel has determined that a programmatic Environmental Impact Report (EIR) will be required. Implementation of individual elements and projects identified in the programmatic EIR will be required to undergo more detailed CEQA analysis and, if appropriate, federal environmental review.

STA staff anticipates a substantial public outreach effort, but plans on making more use of the STA website and other internet and media outreach tools. STA staff will meet with the planning staff of each city and the county, and make presentations at public Planning Commission meetings to seek public comment. In addition, two (2) meetings are planned for each of the STA Board Subcommittees. Interested civic and issue groups, such as local Rotary clubs and the Greenbelt Alliance, will also be contacted for their input.

Fiscal Impact:

The adopted Fiscal Year 2007-2008 budget identifies \$70,386 in funds for the CTP update, including \$52,335 in consultant costs. It is anticipated that most of the consultant costs will go towards preparation of the programmatic EIR.

Recommendation:

Forward a recommendation to the STA Board to adopt the attached schedule for updating the Solano Comprehensive Transportation Plan.

Attachment:

- A. Proposed CTP Update Schedule

PROPOSED CTP UPDATE SCHEDULE

Date	Task	Responsible Body
Jan 08	Review CTP: Purpose, Content, proposed new Purpose Statement and Organization Affirm membership/appoint new members to subcommittees	STA Board
Feb 08	Review CTP elements, proposed new Purpose Statement for each Element; Routes of Regional Significance designation and map	Freeways, Highways and Arterials subcommittee Transit subcommittee Alternative Modes subcommittee
Mar 08	Request for Proposals for Environmental consultant; review and recommend consultant. Select consultant and enter into contract for services.	STA staff and TAC subcommittee TAC subcommittee and STA Executive Director
April – June 2008	Meet with Planning Commissions and interested community groups	STA Staff
July 2008	Present Draft CTP elements to STA TAC, Consortium, and STA Board Subcommittees	STA Staff
August 2008	Draft Programmatic Environmental Impact Report – public release	STA Staff, consultant
October 2008	Review Final CTP and Programmatic EIR	STA TAC and Consortium
December 2008	Adopt CTP and certify Programmatic EIR	

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DATE: September 20, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Janet Adams, Director of Projects
RE: 10-Year Investment Plan for Highways, Transit Facilities and Transit Fleet
Capital Needs

Background:

The State Transportation Improvement Program (STIP) is expected to bring in approximately \$20 million every two years for Solano County over the four cycles. The components of the STIP are Highway Funds, Public Transportation Account (PTA) and Transportation Enhancement (TE) funds. The exact amount of available funds will be for each STIP cycle will be based on the adopted state budget and California Transportation Commission (CTC) fund estimate. Availability of funds from spillover to the PTA account may be limited due to current legislative activities.

On September 20, 2007, the CTC released the draft fund estimate. The draft 2008 STIP fund estimate for Solano County has been substantially changed from earlier estimates developed by the Metropolitan Transportation Commission (MTC) due to the structure of the approved state budget this year. Primarily the loss of anticipated PTA spillover funds has reduced the STIP capacity statewide. Attachment A is the draft fund estimate released by the CTC. The STIP released has a category named "Base Shares" for which the distribution appears to be subject to pending Assembly Bill (AB) 717 (Perata) (Attachment B). Although it is not clear the exact impact of AB 717 on the fund estimate, it is thought that the Base Share amount would then be targeted to transit. It is expected the CTC will adopt the fund estimate at a special meeting on October 24, 2007 in Sacramento. The Solano County CTC draft fund estimate is as follows:

Draft 2008 STIP (Fiscal Year (FY) 2011-12 and 2012-13)
(As Released by the CTC on September 20, 2007)
\$4.541 M Base Share (Through 2011-12)
\$10.424 M Highway Target (Through 2012-13)
\$0.844 M TE (Through 2012-13)

MTC staff had completed ten-year STIP fund estimate. This fund estimate has not been adopted by the California Transportation Commission (CTC), but is rather an anticipated level of funding if no unexpected state budget crises' occur. The fund estimates assumes a 5% growth with each STIP cycle. The estimates for the 2010 STIP and beyond are shown below, but based on the dramatic drop in PTA for the 2008 STIP, STA staff will work with MTC staff to update these estimates.

2010 STIP (FY 2013-14 and 2014-15)
\$13.154 M Highway Funds
\$9.405 M PTA Funds
\$0.877 M TE

2012 STIP (FY 2015-16 and 2016-17)

\$13.812 M Highway Funds

\$9.875 M PTA Funds

\$0.921 M TE

2014 STIP (FY 2017-18 and 2018-19)

\$14.502 M Highway Funds

\$10.369 M PTA Funds

\$0.967 M TE

The actual funds available for programming in each cycle are based on the California Transportation Commission (CTC)'s adopted fund estimate that is completed just prior to the actual programming of funds.

In January 2007 the STA Board was presented a two tier funding priority list for future STIP funds. These priorities were the bases of programming the 2006 STIP Augmentation in February 2007. This two-tier priority list is shown in Attachment C. This list is comprised of both highway/major road projects and transit projects.

With the passage of Proposition 1B by the voters in November 2006, the county will receive additional funds for transit projects. The Metropolitan Transportation Commission (MTC) passed Resolution 3814 (Attachment D) regarding the distribution and use of the \$347 million of Bay Area share of Proposition 1B Regional Transit capital funds and \$72 million of uncommitted State Transit Assistance (STA) regional discretionary funds estimated to be available over the next ten years. Of this total \$419 million to be available, Solano County will receive a portion of the funds through the \$35 million for Small Operators/North Counties - Capital Improvements. In addition the County will also receive funding from the \$133 million Lifeline Funding for Transit Operators and \$20 million State Transit Assistance (STA) Base/Proposition 42 Estimates for Lifeline Funding for Transit Operators.

MTC Resolution 3814 may bring to Solano County as much as \$600,000 per year over the next ten years from the \$35 million for Small Operators/North Counties - Capital Improvements. Specifics regarding the distribution of these funds are expected to be worked out by MTC this fall.

MTC's Lifeline Transportation Funding Program funding is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects. In June 2006, the STA Board allocated the first Lifeline Funds for the County. The regional commitment to this program provided for in Resolution 3814 will provide additional resources for this program. Based on staff discussions with MTC it is estimated that Solano County will receive \$8 million over the ten years for eligible recipients.

The Draft 10-Year Investment Plan is intended to be a guide for not only programming decisions over the next decade but also to be a document that provides detailed information about priority projects in the County.

STA staff met with project sponsors for the transit projects and transit fleet needs. Sponsors submitted requested information relating to transit capital project details including unfunded needs. The highway/major road project information included in this Investment Plan is based on information in the I-80/I-680/I-780 Major Investment and Corridor Study, the State Route (SR) 12 Major Investment Study, or from updated project information. The Investment Plan appendix has the detailed project information and transit fleet needs.

On September 12, 2007 the STA Board approved programming of 5% of the 2008 STIP to Planning, Programming and Monitoring (PPM) purposes as allowed by Assembly Bill (AB) 2538 (Wolk). In addition, the STA Board approved a STIP Swap of \$1.9 million from the 2008 STIP funds to provide the STA with resources to progress the transportation needs of the county as well as having the flexibility to respond to changing needs. Details of the STIP Swap remain to be worked out with MTC.

Discussion:

The 10-Year Investment Plan will have two primary elements; Highway/Major Road Projects and Transit Projects/Transit Fleet Capital Needs. The Highway/Major Road Projects element of the Investment Plan will have three tiers for projects: Tier One is projects that can begin construction in the next five years, Tier Two is projects that can begin construction in the next ten years, and Tier Three is projects that are in the planning phase and priorities to the STA Board.

The Transit Projects element of the Investment Plan will also have the same three tiered categories. The Transit Fleet Capital Needs element of the Investment Plan will be prioritized with the primary fund source intended to be from the Proposition 1B Transit Capital funds allocated to the county through MTC Resolution 3814.

It is intended that STA will update this Investment Plan every two years in association with the STIP cycles.

Attachment E is the Draft 10-Year Investment Plan. The Tier One priority for the Highway/Major Road Projects are the Jepson Parkway segments. The Jepson Parkway environmental document is expected to be released for public comment as soon as Caltrans provides comments to the document. Once the Jepson Parkway project is approved, design and right of way acquisition can begin.

Tier One for Transit Projects are the Vallejo Ferry Maintenance Facility (Phase 1 and 2) and the Vacaville Intermodal Station (Phase 1). Both these projects, once fully funded can begin construction within five years. The Vallejo Ferry Maintenance Facility Project is intended to improve the operational efficiency of the ferry system. Continued investment in the ferry by the County will also show regional support for the ferry. Vacaville's Intermodal Station (Phase 1), once fully funded will begin construction in FY 2008-09. Staff will provide an update investment plan at the meeting.

Fiscal Impact:

The 10-Year Investment Plan is intended to be a guide for future programming actions by the STA Board of STIP funds and Prop. 1B Transit Capital county share funds.

Recommendation:

Informational.

Attachments:

- A. CTC Draft 2008 STIP Fund Estimate
- B. AB 717 (Perata) Enrolled
- C. January 2007 STIP Funding Priorities
- D. MTC's Proposition 1B Regional Transit Funding – Resolution 3814
- E. Draft 10-Year Investment Plan (To Be Provided Under Separate Cover)

DRAFT 2008 STIP FUND ESTIMATE Summary of Targets and Shares

(\$1,000's)

County	2008 STIP Programming				
	Base	Highway Target	TE Target	Total Target	Maximum
	Share Through 2011-12	Target through 2012-13	Target through 2012-13	Target through 2012-13	Estimated Share through 2015-16
Alameda	12,881	30,192	2,751	43,127	125,174
Alpine - Amador - Calaveras	2,923	5,848	465	8,032	21,892
Butte	1,808	5,122	526	7,598	23,305
Colusa	3,234	4,515	138	5,166	9,292
Contra Costa	9,959	21,352	1,782	29,732	82,889
Del Norte	2,782	4,109	134	4,735	8,709
El Dorado LTC	0	692	337	2,275	12,313
Fresno	31,854	44,376	1,906	53,340	110,203
Glenn	3,791	4,836	147	5,530	9,936
Humboldt	4,745	11,752	532	14,257	30,139
Imperial	23,155	28,760	891	32,948	59,514
Inyo	8,754	13,778	721	17,171	38,685
Kern	17,420	58,839	2,497	70,582	145,063
Kings	9,982	13,490	373	15,242	26,356
Lake	6,867	8,310	229	9,388	16,227
Lassen	4,557	7,090	337	8,678	18,747
Los Angeles	0	53,881	16,837	133,072	635,378
Madera	3,530	5,867	387	7,454	17,525
Marin	0	0	521	0	0
Mariposa	2,874	5,714	138	6,361	10,462
Mendocino	4,886	8,041	501	10,398	25,351
Merced	6,996	10,815	606	13,667	31,763
Modoc	3,507	4,635	180	5,478	10,824
Mono	11,144	14,508	535	17,021	32,965
Monterey	1,146	7,371	976	11,959	41,061
Napa	0	1,399	323	2,918	12,556
Nevada	3,396	5,189	285	5,529	15,027
Orange	8,117	40,083	5,078	53,969	215,478
Placer TPA	0	0	535	0	0
Plumas	9,452	10,749	204	11,707	17,784
Riverside	0	0	3,639	10,422	118,967
Sacramento	14,439	29,305	2,362	40,414	110,877
San Benito	0	343	177	1,174	6,444
San Bernardino	50,278	85,256	4,728	107,495	248,556
San Diego	0	0	5,566	13,408	179,455
San Francisco	50,780	59,637	1,407	66,254	108,230
San Joaquin	12,813	26,897	1,236	32,413	69,296
San Luis Obispo	17,286	23,640	994	28,314	57,956
San Mateo	17,380	26,571	1,460	33,439	77,002
Santa Barbara	12,186	19,797	1,130	25,114	58,843
Santa Clara	0	0	3,221	5,367	101,460
Santa Cruz	54	5,357	561	7,997	24,741
Shasta	5,110	8,911	576	11,622	28,812
Sierra	365	971	95	1,421	4,272
Siskiyou	3,833	6,340	398	8,212	20,985
Solano	4,541	10,424	844	14,390	39,548
Sonoma	0	0	1,028	0	21,963
Stanislaus	14,613	21,295	958	25,300	54,377
Sutter	352	1,713	217	2,731	9,184
Tahoe RPA	4,238	5,406	141	7,071	11,287
Tehama	4,770	7,635	290	8,998	17,648
Trinity	4,382	5,684	207	6,657	12,829
Tulare	14,225	21,661	1,172	27,171	62,127
Tuolumne	832	2,579	234	3,681	10,668
Ventura	19,066	30,008	1,584	37,832	87,466
Yolo	737	3,546	482	5,819	19,605
Yuba	755	1,917	165	2,695	7,633
Statewide Regional	452,805	837,006	75,754	1,154,245	3,373,949
Interregional	140,195	310,994	25,250	429,755	1,183,051
TOTAL	593,000	1,148,000	101,004	1,584,000	4,557,000

	Carryover	New	Total
Statewide Flexible Capacity	0	1,148,000	1,148,000
Statewide PTA Capacity	35,000	300,000	335,000
Statewide TE Capacity	0	101,000	101,000
Total STIP Capacity	35,000	1,549,000	1,584,000

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BILL NUMBER: SB 717 ENROLLED
BILL TEXT

PASSED THE SENATE SEPTEMBER 12, 2007
PASSED THE ASSEMBLY SEPTEMBER 11, 2007
AMENDED IN ASSEMBLY SEPTEMBER 7, 2007
AMENDED IN ASSEMBLY AUGUST 28, 2007
AMENDED IN SENATE MAY 10, 2007

INTRODUCED BY Senator Perata

FEBRUARY 23, 2007

An act to add Section 7104.2 to the Revenue and Taxation Code, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 717, Perata. Transportation Investment Fund.

Existing law specifies the allocation of funds in the Transportation Investment Fund, derived from a portion of the sales tax on gasoline, to various transportation projects and programs. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for those transportation purposes until the end of the 2007-08 fiscal year. Thereafter, Article XIX B requires these revenues to be allocated to broad categories of transportation purposes, including 20% for programs funded by the Public Transportation Account, 40% for transportation capital improvement projects in the State Transportation Improvement Program, and 40% for apportionment to cities and counties pursuant to certain formulas for road maintenance and construction purposes.

This bill would continue the Transportation Investment Fund in existence and would specify the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008-09 fiscal year. Moneys in the fund would be continuously appropriated without regard to fiscal year.

Appropriation: yes.

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

SECTION 1. Section 7104.2 is added to the Revenue and Taxation Code, to read:

7104.2. (a) The Transportation Investment Fund (hereafter the fund) in the State Treasury is hereby continued in existence. All revenues transferred to the fund pursuant to Article XIX B of the California Constitution beginning with the 2008-09 fiscal year shall be available for expenditure as provided in this section. Notwithstanding Section 13340 of the Government Code or any other provision of law, moneys in the fund are continuously appropriated without regard to fiscal years for disbursement in the manner and for the purposes set forth in this section.

(b) All of the following shall occur on a quarterly basis:

(1) The State Board of Equalization, in consultation with the Department of Finance, shall estimate the amount that is transferred to the General Fund under subdivision (b) of Section 7102 that is attributable to revenue collected for the sale, storage, use, or other consumption in this state of motor vehicle fuel, as defined in Section 7304.

(2) The State Board of Equalization shall inform the Controller, in writing, of the amount estimated under paragraph (1).

(3) Commencing with the 2008-09 fiscal year, the Controller shall transfer the amount estimated under paragraph (1) from the General Fund to the fund.

(c) For each quarter, commencing with the 2008-09 fiscal year, the Controller shall make all of the following transfers and apportionments from the fund:

(1) To the Public Transportation Account, a trust fund in the State Transportation Fund, 20 percent of the revenues deposited in the fund. Funds transferred under this paragraph shall be allocated as follows:

(A) Twenty-five percent to the Department of Transportation for purposes of subdivision (a) and (b) of Section 99315 of the Public Utilities Code.

(B) Thirty-seven and one-half percent to the Controller, for allocation pursuant to Section 99314 of the Public Utilities Code. Funds allocated under this subparagraph shall be subject to all of the provisions governing funds allocated under Section 99314 of the Public Utilities Code.

(C) Thirty-seven and one-half percent to the Controller, for allocation pursuant to Section 99313 of the Public Utilities Code. Funds allocated under this subparagraph shall be subject to all of the provisions governing funds allocated under Section 99313 of the Public Utilities Code.

(2) To the Department of Transportation for expenditure for transportation capital improvement projects subject to all of the rules governing the State Transportation Improvement Program, 40 percent of the revenues deposited in the fund.

(3) To the Controller for apportionment pursuant to paragraphs (A) and (B), 40 percent of the revenues deposited in the fund.

(A) Of the amount available under this paragraph, 50 percent shall be apportioned by the Controller to the counties, including a city and county, in accordance with the following formulas:

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

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

(B) Of the amount available under this paragraph, 50 percent shall be apportioned by the Controller to cities, including a city and county, in the proportion that the total population of the city bears to the total population of all the cities in the state.

(d) Funds received under subparagraph (A) or (B) of paragraph (3) of subdivision (c) shall be deposited as follows in order to avoid the commingling of those funds with other local funds:

(1) In the case of a city, into the city account that is designated for the receipt of state funds allocated for transportation purposes.

(2) In the case of a county, into the county road fund.

(3) In the case of a city and county, into a local account that is designated for the receipt of state funds allocated for transportation purposes.

(e) Funds allocated to a city, county, or city and county under subparagraph (A) or (B) of paragraph (3) of subdivision (c) shall be used only for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair. For purposes of this section, the following terms have the following meanings:

(1) "Maintenance" means either or both of the following:

(A) Patching.

(B) Overlay and sealing.

(2) "Reconstruction" includes any overlay, sealing, or widening of the roadway, if the widening is necessary to bring the roadway width to the desirable minimum width consistent with the geometric design criteria of the department for 3R (reconstruction, resurfacing, and rehabilitation) projects that are not on a freeway, but does not include widening for the purpose of increasing the traffic capacity of a street or highway.

(3) "Storm damage repair" is repair or reconstruction of local streets and highways and related drainage improvements that have been damaged due to winter storms and flooding, and construction of drainage improvements to mitigate future roadway flooding and damage problems, in those jurisdictions that have been declared disaster areas by the President of the United States, where the costs of those repairs are ineligible for emergency funding with Federal Emergency Relief (ER) funds or Federal Emergency Management Administration (FEMA) funds.

(f) (1) Cities and counties shall maintain their existing commitment of local funds for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair in order to remain eligible for the allocation of funds pursuant to subparagraph (A) or (B) of paragraph (3) of subdivision (c).

(2) In order to receive any allocation pursuant to subparagraph (A) or (B) of paragraph (3) of subdivision (c), the city or county shall annually expend from its general fund for street, road, and highway purposes an amount not less than the annual average of its expenditures from its general fund during the 1996-97, 1997-98, and 1998-99 fiscal years, as reported to the Controller pursuant to Section 2151 of the Streets and Highways Code. For purposes of this paragraph, in calculating a city's or county's annual general fund expenditures and its average general fund expenditures for the 1996-97, 1997-98, and 1998-99 fiscal years, any unrestricted funds that the city or county may expend at its discretion, including vehicle in-lieu tax revenues and revenues from fines and forfeitures, expended for street and highway purposes shall be considered expenditures from the general fund. One-time allocations that have been expended for street and highway purposes, but which may not be available on an ongoing basis, including revenue provided under the Teeter Plan Bond Law of 1994 (Chapter 6.6 (commencing with Section 54773) of Part 1 of Division 2 of Title 5 of the Government Code, may

not be considered when calculating a city's or county's annual general fund expenditures.

(3) For any city incorporated after July 1, 1996, the Controller shall calculate an annual average of expenditure for the period between July 1, 1996, and December 31, 2000, that the city was incorporated.

(4) For purposes of paragraph (2), the Controller may request fiscal data from cities and counties in addition to data provided pursuant to Section 2151, for the 1996-97, 1997-98, and 1998-99 fiscal years. Each city and county shall furnish the data to the Controller not later than 120 days after receiving the request. The Controller may withhold payment to cities and counties that do not comply with the request for information or that provide incomplete data.

(5) The Controller may perform audits to ensure compliance with paragraph (2) when deemed necessary. Any city or county that has not complied with paragraph (2) shall reimburse the state for the funds it received during that fiscal year. Any funds withheld or returned as a result of a failure to comply with paragraph (2) shall be reallocated to the other counties and cities whose expenditures are in compliance.

(6) If a city or county fails to comply with the requirements of paragraph (2) in a particular fiscal year, the city or county may expend during that fiscal year and the following fiscal year a total amount that is not less than the total amount required to be expended for those fiscal years for purposes of complying with paragraph (2).

(7) The allocation made under subparagraph (A) or (B) of paragraph (3) of subdivision (c) shall be expended not later than the end of the fiscal year following the fiscal year in which the allocation was made, and any funds not expended within that period shall be returned to the Controller and shall be reallocated to the other cities and counties pursuant to the allocation formulas set forth in subparagraph (A) or (B) of paragraph (3) of subdivision (c).

(g) For the purpose of allocating funds under subparagraph (A) or (B) of paragraph (3) of subdivision (c) to counties, cities, and a city and county, the Controller shall use the most recent population estimates prepared by the Demographic Research Unit of the Department of Finance. For a city that incorporated after January 1, 2008, that does not appear on the most recent population estimates prepared by the Demographic Research Unit, the Controller shall use the population determined for that city under Section 11005.3.

STIP Funding Priorities (January 2007)

Tier One (Near Term Projects):**Jepson Parkway**

1. *Walters Road Extension* – This new road alignment will provide a grade separated crossing of the Union Pacific Rail main line as well as a new north-south route parallel to Peabody Road. It also improves access to the City of Fairfield's Industrial Park.
2. *Vanden Road* – The widening of this existing road in unincorporated Solano County is needed to improve safety along this narrow county road that provides access to the North Gate of Travis AFB.
3. *Walters Road* – A minor widening for the segment between E. Tabor and Air Base Parkway is planned to provide a raised median and shoulders.
4. *Leisure Town Road* – The widening of Leisure Town Road to four lanes, between I-80 and Vanden Road, addresses future needs on the northern half of the Jepson Parkway corridor.
5. *Cement Hill Road* – The widening of the segment of Cement Hill between Walters Road Extension and Peabody Road provides the final link in the four-lane parkway.

North Connector – West Section

The Central and East Sections are currently fully funded with construction scheduled to begin in 2007 for the Central Section and 2008 for the East Section. The West Section should be constructed in conjunction with the I-80/I-680/State Route (SR) 12 Interchange Project.

EB I-80 Aux. Lane: Travis to Air Base Pkwy**Potential Tier One Projects (Waiting List):**

- Travis Air Force Base Access
- WB I-80 Aux. Lane: W. Texas to Abernathy
- WB I-80 Aux. Lane: Waterman to Travis Blvd.
- Vallejo Station
- *Fairfield-Vacaville Train Station (Phase 1)*
- I-80/I-680/SR 12 Interchange
- *Vallejo Ferry Maintenance Facility (Phase 1 and Phase 2)*
- *Vacaville Intermodal Station (Phase 1)*

Tier Two (Long Term Projects):**I-80 High Occupancy Vehicle (HOV) Lane Opportunity Project**

Provide for the environmental and design to keep the project shelf ready while construction funding is sought from both the Regional Measure 2 (RM 2) and Interregional Transportation Improvement Program (ITIP) for the Project.

SR 12 Jameson Canyon Project – Phase 2

Caltrans projects the environmental document will be completed in January 2008. The financial support to the Project from STA is important to be sure there is a demonstrated

share in the partnership with Napa County Transportation Planning Agency (NCTPA) and Caltrans. Should this project be a successful recipient of funding from the Corridor Mobility Improvement Account (CMIA), it is recommended that this project be shifted to a Tier One project and have Solano County STIP be programmed to provide for proportional share of the support costs for design, right-of-way, and construction

Dixon Multi-Modal Transportation Center

Based on the demonstrated success of the City of Dixon combined with the determination to deliver the next phase of the improvements, it is recommended to provide for funding the preliminary engineering and environmental.

Potential Tier Two Projects (Waiting List):

- *Curtola Park-and-Ride (Vallejo)*
- *Benicia Intermodal Transportation Center*
- *Fairfield Transportation Center (Phase 4)*
- *Vacaville Intermodal Transportation Center (Phase 2)*



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Commission

DATE: June 20, 2007

FR: Executive Director

RE: Proposition 1B Regional Transit Funding – Resolution 3814

At its May meeting, the Commission approved a motion to continue this item to the June 27th meeting to provide more time to resolve the Caltrain Right-of-Way issue and consider the BART Board match proposal for the East Contra Costa and Warm Springs BART extension projects. The Commission directed staff to develop funding options for consideration on June 27th. This memo outlines the original staff proposal and three additional options. Further analysis is included in the attached Powerpoint presentation.

Summary

At its January meeting, the Legislation Committee directed staff to prepare a draft proposal for the Proposition 1B Population-based Transit capital funding, with an emphasis on how these funds might help address the needs of low-income and minority communities.

The staff proposal, released at the March 7, 2007 Programming and Allocations Committee meeting, developed a framework for the distribution of the roughly \$347 million in Proposition 1B Regional Transit capital funds and the \$72 million in uncommitted State Transit Assistance (STA) regional discretionary funds estimated to be available over the next ten years.

After the March meeting and with input from advisory committees, partner agencies and the public, staff released a revised proposal for the May 9, 2007 Programming and Allocations Committee.

At the May 9th committee meeting, staff was directed to continue working with the partner agencies on the Caltrain Right-of-Way (ROW) issue, consider an offer from the BART Board to provide \$20 million Proposition 1B-revenue funds each to the East Contra Costa and Warm Springs BART extension projects if MTC would match with Proposition 1B-population funds, and review the request to eliminate the match requirement for Small Operator Capital funds.

On the Caltrain ROW condition, discussions between San Francisco, San Mateo, and Santa Clara officials have been on-going. We will present an update – and, we hope, a resolution of this issue – at the June 27th Commission meeting.

PCL XL error

Subsystem: KERNEL

Error: IllegalAttribute

Operator: UnspecifiedTag

Position: 4732



DATE: September 20, 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 summarizing the status of bills of interest to STA at the close of the first of this two-year (2007-2008) legislative session and the 2007 federal legislative session.

Discussion:

The State Legislature is now recessed until January 8, 2008. The following are highlights of the legislative action that occurred in the final sessions.

AB 112: Assembly Bill (AB) 112 (SR 12 double fine zone criteria and designation) received its final approval by the Senate on September 12, 2007 by a vote of 21-11. The urgency clause was removed by Assemblymember Wolk (the author) to obtain passage of the bill, so AB 112 will become law effective January 1, 2008 if the governor signs the bill.

ACR 7: Assembly Concurrent Resolution (ACR) 7 (SR 12 Officer David Lamoree Memorial Highway) was approved by the Senate on September 5, 2007. Resolutions do not require the Governor's signature. Once the Senate amendments were concurred in the Assembly, the Resolution went to enrollment and straight to the Secretary of State to be chaptered. Therefore, ACR 7 was already enacted on September 12, 2007 and given the following reference - Resolution Chapter 121, Statutes of 2007. The STA is following up with Caltrans to have the signs posted.

The STA is sending letters of appreciation to all those legislators who had a hand in the effort necessary to approve AB 112 and ACR 7.

SB 976: At the August 29, 2007 meeting of the Technical Advisory Committee (TAC) and Consortium, a request was approved to forward a recommendation to the STA Board to take a watch position on Senate Bill (SB) 976, authored by Senator Tom Torlakson to address the role of the San Francisco Bay Area Water Transit Authority (WTA). Subsequently, between September 4th and 7th major changes were made to SB 976 that neither the STA nor the City of Vallejo had seen, and it was not until the Assembly approved the amendments on September 7th that staff had the opportunity to read the significant amendments. Attachment B is the September 10, 2007 amended version of SB 976.

With the proposed new regional Water Emergency Transportation Authority (WETA), the implications for the City of Vallejo's Baylink ferry system are numerous with regard to assets (ferries and related maintenance and parking facilities would transfer title to WETA), authority (WETA would be overseen by a governor-appointed 5-member board, WETA would set fares), operation

(stated as an “Emergency” agency, WETA would consolidate all public water transit operations in the San Francisco Bay Area except for Golden Gate Transit), and funding (WETA would become recipient of certain Regional Measure 1 and 2 funds).

The City of Vallejo sent a letter (Attachment C) to Senate President Pro Tem Don Perata listing concerns over the bill’s potential negative impact on the Baylink Ferry operation and Vallejo’s economic development. Mayor Intintoli has requested Vallejo’s involvement in development of the proposed management and transition plan, representation on the proposed new regional WETA, and assurances that the existing Baylink levels of operation, funding and service will be maintained or enhanced. The STA Board took action to send a similar letter of concern to Senator Don Perata echoing Vallejo’s concerns for the implementation of SB 976.

On September 19, 2007, the City of Vallejo forwarded a letter to the Governor requesting his veto of SB 976 (Attachment D). In addition, at the request of Vallejo, the STA has scheduled a special Board meeting on September 26, 2007 to consider taking similar action.

The final step for all legislative bills that have been approved this year is to receive the governor’s signature. The Governor has 30 days to sign bills for them to become law effective January 1, 2008.

Recommendation:
Information.

Attachments:

- A. STA Legislative Matrix
- B. SB 976 Amended September 10, 2007
- C. SB 976 Letter from City of Vallejo to Senator Perata expressing concerns dated September 11, 2007
- D. SB 976 Letter from City of Vallejo to Governor Schwarzenegger requesting veto dated September 19, 2007



Solano Transportation Authority

LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

September 20, 2007

The State Legislature has recessed until January 7, 2008

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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-snci.com . STA's Legislative Matrix is also available for review on our website at www.solanolinks.com .
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Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 57 (Soto) Highways: Safe Routes to School construction program	Extends indefinitely the provision for certain state and local entities to secure and expend federal funds for improvement of highway safety and reduction of traffic congestion (including projects for bicycles and pedestrian safety and traffic calming measures in high-hazard locations), as well as extend indefinitely the provision for DOT/CHP to administer a "Safe Routes to School" construction program and appropriate federal transportation funds on a statewide competitive grant process. Both provisions currently have a repeal date of 01/01/08. <i>Last amended 09/04/07.</i>	09/12/07 to enrollment	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	

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State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
AB 112 (Wolk) Highways: Safety Enhancement – Double Fine Zones (SR 12)	<p>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. The department shall conduct a Safety Enhancement-Double Fine Zone study that relates to pedestrian injuries and fatalities and evaluates the appropriateness of adding additional criteria to subdivision (a) and whether changes or additional criteria should be considered for adoption. <i>Last amended 09/06/07 to remove the urgency clause</i></p>	09/12/07 to enrollment	Sponsor and Support
		<p>Support: Cities of Benicia, Fairfield, Rio Vista, 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</p> <p>Oppose: Judicial Council of California</p>	
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. 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.	09/12/07 Chaptered; Resolution Chapter 121	Co-sponsor and Support
		Sponsored by City of Rio Vista and STA	

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.	08/30/07, ASM APPROP second hearing. Held in committee and under submission	
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; Chapter 25	
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	

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
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. \$950M appropriation for local streets and roads in the budget bill using 1/1/07 population figures from the Controller for allocation. Specifies that 60% of transit 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. \$123M for grade separations. Bill currently seeks an urgency statute.	8/24/07; Chaptered; Chapter 181	
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.	08/22/07; ASM APPROP hearing cancelled at author's request 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>	09/12/07; Re-referred to ASM APPROP	Watch
SB 748 (Corbett) State/Local Partnerships	<p>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.</p>	08/30/07; ASM APPROP, First hearing cancelled by author	Watch
SB 976 (Torlakson) San Francisco Bay Area Water Emergency 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> <p><i>Amended 09/07/07 to create Water Emergency Transit Authority; consolidation of San Francisco Bay Area water transportation systems.</i></p>	09/11/07, to Enrollment	

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>

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IMPORTANT DATES OCCURRING DURING INTERIM CALIFORNIA LEGISLATURE RECESS

2007

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

2008

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

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

110th United States Congress 2007 Session Calendar

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

09

AMENDED IN ASSEMBLY SEPTEMBER 10, 2007

AMENDED IN ASSEMBLY SEPTEMBER 7, 2007

AMENDED IN ASSEMBLY JULY 9, 2007

SENATE BILL

No. 976

Introduced by Senator Torlakson

February 23, 2007

An act to repeal and add Title 7.10 (commencing with Section 66540) of the Government Code, and to amend Sections 30913 and 30914 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 976, as amended, Torlakson. San Francisco Bay Area Water Emergency ~~transportation~~ *Transportation* Authority.

Existing law creates the San Francisco Bay Area Water Transit Authority (WTA) 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.

This bill would repeal those provisions and establish the San Francisco Bay Area Water Emergency Transportation Authority (WETA) with specified powers and duties, including, but not limited to, the authority to, among other things, coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined. The bill would require the WTA to transfer, among other things, the title and ownership of all property within its control to the WETA. The bill would also require the transfer to the WETA of funds designated for the WTA and all public transportation ferries and related water transportation services and facilities within the bay area region, as specified. The bill would provide that the WETA is as fully entitled to

new allocation or distribution of funds as if it were the WTA. The bill would require the WETA to be governed by a board composed of five members appointed by the Governor, ~~subject to confirmation by the Senate~~ *the Senate Committee on Rules, and the Speaker of the Assembly*, as specified, and would set forth various duties and powers of the board. The bill would require the WETA to create and adopt, in cooperation with the Metropolitan Transportation Commission and the State Office of Emergency Services, among other agencies, an emergency water transportation system management plan for water transportation services in the bay area region and a related transition plan, as specified. *The bill would require adoption of the management plan on or before July 1, 2009, and adoption of the transition plan on or before January 1, 2009, and would require the WETA to provide a copy of the plans to each city and county in the bay area region at least 45 days prior to the plans' adoption.* The bill would require the ~~authority~~ *WETA* to set fares for travel on the water transportation system it operates and would authorize the ~~authority~~ *WETA* to issue bonds, levy special benefit assessments, and borrow money, as specified. The bill would require that represented employees of the WTA become employees of the WETA and suffer no loss of employment ~~of~~ *or* reduction in wages or health benefits, among other things. The bill would prescribe related matters with regard to the powers and duties of the WETA.

By imposing those duties on the WETA, the bill would impose a state-mandated local program.

Existing law requires the Metropolitan Transportation Commission to allocate certain amounts of the toll increase approved in 1988 for specified purposes.

This bill would require ~~the allocation of those amounts to the WETA for those purposes~~ *that funds made available for rapid water transit systems pursuant to that provision be allocated to the WETA.*

Existing law authorizes the funding of certain projects and programs in the Regional Traffic Relief Plan from toll bridge revenues, as specified, and identifies the WTA as the project sponsor for certain of those projects.

This bill would instead identify the WETA as the project sponsor in place of the WTA.

Existing law specifies that one of the projects in the Regional Traffic Relief Plan is the purchase of 2 vessels for ferry services between Alameda and Oakland areas and San Francisco. Existing law authorizes the WTA to use the funds for terminal improvements if the WTA

demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for those vessel purchases.

This bill would also authorize the WETA to use the funds for consolidation of existing ferry operations if the WETA demonstrates to the Metropolitan Transportation Commission that it has secured that alternative funding.

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

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

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

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

1 SECTION 1. Title 7.10 (commencing with Section 66540) of
2 the Government Code is repealed.

3 SEC. 2. Title 7.10 (commencing with Section 66540) is added
4 to the Government Code, to read:

5

6 TITLE 7.10. SAN FRANCISCO BAY AREA WATER
7 EMERGENCY TRANSPORTATION RESPONSE AND
8 DISASTER RECOVERY ACT

9

10 CHAPTER 1. FINDINGS AND DECLARATIONS OF POLICY

11

12 66540. This title shall be known and may be cited as the San
13 Francisco Bay Area Water Emergency Transportation Response
14 and Disaster Recovery Act.

15 66540.1. The Legislature hereby finds and declares all of the
16 following:

17 (a) In 1999, based on the findings and analyses in a study
18 sponsored by the Bay Area Council, the Legislature created the
19 San Francisco Bay Area Water Transit Authority for the purposes
20 of preparing a bay area water transit implementation and operations
21 plan and operating a comprehensive regional public water
22 transportation system. In 2002, after two years of study, public
23 hearings, collaboration with existing Bay Area transit and public
24 transportation ferry service providers, and peer review, the San

1 Francisco Bay Area Water Transit Authority submitted the required
2 plan to the Legislature. The plan included rationale for expanded
3 ferries, ridership projections and routes, potential terminal
4 locations, capital, operating and maintenance costs, vessel
5 specification, and emergency and safety response capabilities.

6 (b) While the efforts of the existing San Francisco Bay Area
7 Water Transit Authority to develop a regional water transit plan
8 are commendable, the country has seen several significant disasters,
9 including the 9/11 tragedy and Hurricane Katrina, which have
10 emphasized the need for coordinated emergency response. From
11 the lessons learned from these events, it is apparent that the bay
12 area's current emergency response infrastructure is not sufficient
13 to respond to emergencies of the magnitude witnessed in the past
14 few years and anticipated in the future.

15 (c) In 2006, the Bay Area Council sponsored a study on the role
16 a comprehensive public water transportation system would play
17 in the bay area's emergency response infrastructure. The 2006
18 study found that a comprehensive water transportation system is
19 vital to emergency preparedness and response for the region. If
20 bridges, roads, highways, tunnels, and trains are out of service as
21 a result of an emergency, only the waters of the bay are certain to
22 remain open for traffic. However, current infrastructure and
23 equipment capabilities are grossly inadequate. Ferry terminals
24 exist in only a few locations on the bay, and the vessel fleet lacks
25 the capacity to make up for even one out-of-service bridge. The
26 few vessels that exist are in the hands of many different public and
27 private owners and operators, and there is no detailed plan or
28 identified leader to activate and coordinate them.

29 (d) The study further urged for action to be taken immediately
30 to strengthen and expand the regional public water transportation
31 system so that the bay area would be prepared in the event of a
32 catastrophic emergency. The San Francisco Bay Area is almost
33 certain to experience moderate to severe earthquakes in the
34 foreseeable future. A major earthquake or a series of earthquakes
35 on any of the region's faults would have the potential of closing
36 thousands of area roads and rendering some or all transbay bridges
37 and mass transit lines impassable. With the regional transportation
38 system disabled, first responders would be unable to help tens of
39 thousands of homeless, injured, and starving victims. A failure of
40 transportation would be particularly devastating to the most

1 vulnerable of our population, the elderly, children, and the poor.
2 The loss of any portion of the regional transportation system, from
3 either natural or man made disaster, would place lives and property
4 at risk and would seriously undermine the San Francisco Bay Area
5 economy

6 (e) It is the responsibility of the state to protect and preserve
7 the right of its citizens to a safe and peaceful existence. To
8 accomplish this goal and to minimize the destructive impact of
9 disasters and other massive emergencies, the actions of numerous
10 public agencies must be coordinated to effectively manage all four
11 phases of emergency activity: preparedness, mitigation, response,
12 and recovery. It is a matter of statewide interest to establish an
13 expanded and coordinated regional water transportation system to
14 provide necessary security, flexibility, and mobility for disaster
15 response and recovery in the San Francisco Bay Area. This
16 transcends any local interest, and requires a single governmental
17 entity with appropriate powers and scope of authority to serve this
18 statewide interest.

19 (f) As emergencies and other catastrophic events are certain
20 (only the timing is unpredictable), it is crucial for immediate action
21 to be taken to develop and implement these emergency response
22 strategies. It is not only impractical, but rather impossible, to cobble
23 together an emergency water transportation system after the fact.
24 It is a task of years, not months, to make the real changes and
25 create the essential infrastructure for an integrated and
26 comprehensive water transit emergency system. In light of the
27 ever-present threat, it is imperative to begin this crucial effort
28 without delay.

29 (g) The public interest requires swift action and steadfast resolve
30 to prepare for the coming earthquakes, as well as other
31 emergencies, with the speed and determination that is due for a
32 threat of this magnitude. The water transit emergency response
33 and recovery system must be fully implemented as quickly as
34 possible, as if the lives of bay area residents depend on it, because
35 they do.

36 (h) It is a matter of statewide interest to stimulate the maximum
37 use of the San Francisco Bay for emergency response and recovery.
38 The geographical situation of the San Francisco Bay makes it ideal
39 for emergency response and recovery, but at the same time prevents
40 the full utilization of the bay by acting as a physical barrier to an

1 effective transportation system between the various jurisdictions
2 surrounding the bay. Only a specially created local entity of
3 regional government can freely operate in the numerous individual
4 units of county, city and county, and city governments located in
5 the area. In order to protect the lives and livelihoods of the bay
6 area, the Legislature in this act establishes a new governmental
7 entity specifically charged and empowered with the responsibility
8 to plan, implement, and manage these critical services and facilities,
9 as a matter of the utmost urgency.

10 66540.2. It is the intent of the Legislature in enacting this title
11 to provide for a unified, comprehensive institutional structure for
12 the ownership and governance of a water transportation system
13 that shall provide comprehensive water transportation and
14 emergency coordination services for the bay area region. It is
15 further the intent of the Legislature that the authority established
16 by this act shall succeed to the powers, duties, obligations,
17 liabilities, immunities, and exemptions of any general purpose
18 local government or special district that operates or sponsors water
19 transit, except the Golden Gate Bridge, Highway and
20 Transportation District.

21

22 CHAPTER 2. DEFINITIONS

23

24 66540.3. Unless the context otherwise requires, the definitions
25 set forth in this section govern the construction of this title.

26 (a) "Authority" means the San Francisco Bay Area Water
27 Emergency Transportation Authority created by Section 66540.4.

28 (b) "Bay area region" means the region described in Section
29 66502.

30 (c) "Board" means the board of directors of the authority.

31 (d) "Public agency" includes, but is not limited to, the federal
32 government or any officer, department, division, bureau, board,
33 and commission or other body or agency thereof; the state
34 government or any officer, department, division, bureau, board,
35 and commission or other body or agency thereof; other state
36 governments or any officer, department, division, bureau, board,
37 and commission or other body or agency thereof; any town, city,
38 county, city and county, and municipal corporation, whether
39 incorporated or not and whether chartered or not, or any officer,
40 department, division, bureau, board, and commission or other body

1 or agency thereof; any school district, political subdivision, district
2 or local agency or any officer, department, division, bureau, board,
3 and commission or other body or agency thereof.

4 (e) "Public transportation ferries" means ferryboats operated,
5 sponsored, funded, or subsidized by any public agency, including,
6 but not limited to, those ferryboats operated under agreement with
7 a private operator.

8 (f) "Water transportation services" means the transportation of
9 passengers, their incidental baggage, including wheelchairs and
10 bicycles, and small packages by water-borne vessels, and the
11 loading, unloading, and ancillary activities related thereto. Water
12 transportation services does not include the continuous
13 transportation of goods in interstate or international commerce.

14

15 CHAPTER 3. SAN FRANCISCO BAY AREA WATER EMERGENCY
16 TRANSPORTATION AUTHORITY

17

18 66540.4. There is hereby established the San Francisco Bay
19 Area Water Emergency Transportation Authority as a local
20 governmental entity of regional government, with jurisdiction
21 extending throughout the bay area region.

22 66540.5. The authority shall have the authority to plan, manage,
23 operate, and coordinate the emergency activities of all water
24 transportation and related facilities within the bay area region,
25 except those provided or owned by the Golden Gate Bridge,
26 Highway and Transportation District. During a state of war
27 emergency, a state of emergency, or a local emergency, as
28 described in Section 8558, the authority, in cooperation with the
29 State Office of Emergency Services, the United States Coast Guard,
30 the Federal Emergency Management Agency, and the Metropolitan
31 Transportation Commission, shall coordinate the emergency
32 activities for all water transportation services in the bay area region
33 and, for such purposes, shall be known as the Bay Area Maritime
34 Emergency Transportation Coordinator.

35 66540.6. (a) In order to establish and secure emergency
36 activities of all water transportation and related facilities within
37 the bay area region, the authority shall have the authority to operate
38 a comprehensive emergency public water transportation system
39 that includes water transportation services, water transit terminals,
40 and any other transport and facilities supportive of the system for

1 the bay area region, provided that any such facilities are consistent
2 with the Bay Plan adopted by the Bay Conservation and
3 Development Commission, as it may be amended from time to
4 time, and that the authority consults in good faith with affected
5 municipalities, counties, and other public agencies that may be
6 affected by a particular facility. The authority shall have authority
7 and control over all public transportation ferries within the bay
8 area region, except those owned and operated by the Golden Gate
9 Bridge, Highway and Transportation District. The planning,
10 management, and operation of any existing or planned public
11 transportation ferries and related facilities and services in the bay
12 area region shall be consolidated under the authority's control.

13 (b) Because of the importance of an orderly development of a
14 comprehensive bay area region emergency water transportation
15 system, the environmental, health, and public safety issues
16 implicated, and the scarce resources available, the authority shall
17 determine the entry within its jurisdiction of any water
18 transportation service or facility that will affect public lands or
19 receive or benefit from the use of federal, state, or local funds,
20 except those owned and operated by the Golden Gate Bridge,
21 Highway and Transportation District.

22 (c) Nothing in this section shall be construed to be in derogation
23 of the existing authority of the California Public Utilities
24 Commission.

25 66540.7 (a) The authority shall have the responsibility within
26 the area of its jurisdiction to study, plan, and implement any
27 improvements, expansion, or enhancements of existing or future
28 public transportation ferries and related facilities and services.

29 (b) The authority may commission planning, engineering,
30 economic, and other studies to provide information to the board
31 for making decisions about the location, design, management, and
32 other features of future public transportation ferries and related
33 facilities and services.

34 (c) (1) Not later than 60 days after the effective date of this
35 title, the San Francisco Bay Area Water Transit Authority shall
36 transfer and assign to the authority all contracts in force for study
37 and development of possible water transportation services in the
38 bay area region.

39 (2) The transfer of contracts required under this subdivision
40 shall include the contemporaneous transfer of revenue from state

1 or federal grants, local funds, and other sources of revenue
2 committed and adequate to fund the contracts until their
3 completion.

4 (d) The policy direction for the study described in subdivision
5 (c) shall become the responsibility of the authority. The authority
6 shall consider the concepts and ideas of the San Francisco Bay
7 Area Water Transit Authority, the Metropolitan Transportation
8 Commission, and other entities, both public and private.

9 (e) The Metropolitan Transportation Commission, or its
10 successor agency, shall cooperate with the authority to include all
11 public transportation ferries plans and facilities selected by the
12 authority in the regional transportation plan consistent with state
13 and federal law.

14 66540.8. The authority shall have the power to apply for,
15 receive, and expend funds for public transportation ferries and
16 related facilities and services, and emergency water transportation
17 for disaster recovery within the bay area region, including, but not
18 limited to, all direct and indirect distributions of federal, state, and
19 regional funds and the issuance of any future state or local bonds.
20 Any allocation or distribution of federal, state, and regional funds
21 designated for the San Francisco Bay Area Water Transit Authority
22 shall be transferred to the authority and the authority shall be as
23 fully entitled to new allocation or distribution of funds as if it were
24 the San Francisco Bay Area Water Transit Authority, including,
25 without limitation, funds derived from the increase in tolls on
26 state-owned bridges in the bay area pursuant to the expenditures
27 plan approved by the Legislature in Chapter 715 of the Statutes of
28 2003. The authority shall be entitled to receive and shall be
29 disbursed funds under subdivision (b) of Section 8879.57 that
30 would have been allocated to any waterborne transit agency that,
31 as of the effective date of that section, would not be or have been
32 eligible to receive State Transit Assistance Funds but for the effect
33 of this act. *Pursuant to subdivision (b) of Section 8879.61, if the*
34 *authority receives grant awards allocated from funds pursuant to*
35 *subdivision (b) of Section 8879.57, it shall not be eligible to receive*
36 *grant awards from funds allocated pursuant to subdivision (a) of*
37 *Section 8879.57.*

38 66540.9. In order to properly plan and provide for emergency
39 water transportation services and facilities, the authority shall have
40 the authority to plan, develop, and operate all aspects of water

1 transportation facilities within the bay area region, including, but
2 not limited to, both of the following:

3 (a) ~~The~~ *the* location and development of terminals, parking lots
4 and structures, and all other facilities and services necessary to
5 serve passengers and other customers of the water transportation
6 services system

7 ~~(b) Interregional coordination of water transportation services~~
8 ~~and facilities for mutual assistance for emergency or disaster~~
9 ~~recovery and, to the extent feasible, for regular service between~~
10 ~~the bay area region and southern California. The authority, with~~
11 ~~or without an declaration of emergency by the Governor, may~~
12 ~~provide water transportation services to southern California on an~~
13 ~~emergency basis or as otherwise agreed.~~

14 66540.10. The San Francisco Bay Area Water Transit Authority
15 shall transfer the title and ownership of all property within its
16 control and ownership to the authority. Funds necessary for the
17 establishment and organization of the authority, as determined by
18 the board of the authority, shall be transferred immediately upon
19 request by the authority. All other transfers shall be consistent with
20 the transition plan required under subdivision (b) of Section
21 66540.32 and shall include, but not be limited to, all of the
22 following:

23 (a) All real and personal property, including, but not limited to,
24 all terminals, ferries, vehicles or facilities, parking facilities for
25 passengers and employees, and related buildings and facilities
26 convenient or necessary to operate, support, maintain, and manage
27 the water transportation services system and its services to
28 customers.

29 (b) All contracts with tenants, concessionaires, leaseholders,
30 and others.

31 (c) All financial obligations secured by revenues and fees
32 generated from the operations of the water transportation services
33 system, including, but not limited to, bonded indebtedness
34 associated with the water transportation services system.

35 (d) All financial reserves, including, but not limited to, sinking
36 funds and other credits.

37 (e) All office equipment, including, but not limited to,
38 computers, records and files, software required for financial
39 management, personnel management, and accounting and inventory
40 systems.

1 66540.11. (a) All public transportation ferries and related water
2 transportation services and facilities within the bay area region
3 shall be transferred to the authority in accordance with the
4 transition plan required under subdivision (b) of Section 66540.32,
5 except for the services and facilities owned, operated, and provided
6 by the Golden Gate Bridge, Highway and Transportation District.

7 (b) The authority may accept the transfer of ownership,
8 operation, and management of any other public transportation
9 ferries and related water transportation services and facilities within
10 the bay area region developed or adopted by any general purpose
11 local government or special district that operates or sponsors water
12 transit, including, but not limited to, those water transportation
13 services provided under agreement with a private operator.

14 (c) All transfers pursuant to subdivision (a) and (b) shall be
15 consistent with the transition plan required under subdivision (b)
16 of Section 66540.32 and shall include, but not be limited to, all of
17 the following:

18 (1) All real and personal property, including, but not limited to,
19 all terminals, ferries, vehicles or facilities, parking facilities for
20 passengers and employees, and buildings and facilities used to
21 operate, maintain, and manage the water transportation services
22 system.

23 (2) All personnel currently employed by the water transportation
24 services system, subject to the provisions of Article 5 (commencing
25 with Section 66540.55) of Chapter 5.

26 (3) All contracts with tenants, concessionaires, leaseholders,
27 and others.

28 (4) All subsidies for the water transportation services system,
29 other than the direct subsidy the Golden Gate Bridge, Highway
30 and Transportation District currently provides to the water
31 transportation services system it provides.

32 (5) All financial obligations secured by revenues and fees
33 generated from the operations of the water transportation services
34 system, including, but not limited to, bonded indebtedness and
35 subsidies associated with the public transportation ferry system.

36 (d) In accepting a transfer, the authority may assume no financial
37 obligations other than those associated with the operation of the
38 services and facilities being transferred to it.

1 (e) Reasonable administrative costs incurred by the other public
 2 transportation ferries and related water transportation services
 3 and facilities related to the transfer shall be borne by the authority.

4
 5 CHAPTER 4. GOVERNING BODY

6
 7 66540.12. (a) The authority shall be governed by a board
 8 ~~composed of five members appointed by the Governor, subject to~~
 9 ~~confirmation by the Senate. The Governor shall appoint the initial~~
 10 ~~members of the board within 10 days after the effective date of~~
 11 ~~this title. composed of five members, as follows:~~

12 (1) Three members shall be appointed by the Governor, subject
 13 to confirmation by the Senate. The Governor shall make the initial
 14 appointment of these members of the board within 10 days after
 15 the effective date of this title.

16 (2) One member shall be appointed by the Senate Committee
 17 on Rules.

18 (3) One member shall be appointed by the Speaker of the
 19 Assembly.

20 (b) Each member of the board shall be a resident of a county in
 21 the bay area region.

22 (c) Public officers associated with any area of government,
 23 including planning or water, whether elected or appointed, may
 24 be appointed to serve contemporaneously as members of the board.
 25 No local jurisdiction or agency may have more than one
 26 representative on the board of the authority.

27 (d) The Governor shall designate one member as the chair of
 28 the board and one member as the vice chair of the board.

29 (e) The term of a member of the board shall be six years

30 (f) Vacancies shall be immediately filled by the ~~Governor~~
 31 ~~appointing power~~ for the unexpired portion of the terms in which
 32 they occur.

33 66540.13. A member may be removed only for cause or
 34 incapacity and only by the appointing authority.

35 66540.14. A member may be reappointed to serve additional
 36 terms.

37 66540.15. The board members shall serve without
 38 compensation, but shall receive reimbursement for actual and
 39 necessary expenses incurred in connection with the performance
 40 of their duties. However, in lieu of this reimbursement for

1 attendance at board meetings, each member of the board may
2 receive a per diem of one hundred dollars (\$100), but not to exceed
3 a combined total of five meetings in any one calendar month, plus
4 reasonable expenses as may be authorized by the board. The
5 authority shall pay all costs pursuant to this section.

6 66540.16. (a) The board shall have the power to appoint all
7 of the following officers of the authority:

- 8 (1) Executive director.
- 9 (2) General counsel.
- 10 (3) Auditor.

11 (b) The Executive Director shall be responsible for operation,
12 maintenance, financing, and planning functions, within the policy
13 guidelines established by the board. The executive director shall
14 prepare and submit an annual budget to the board. The executive
15 director will have the authority to execute contracts, grant
16 documents, and financing documents under the policy guidelines
17 which may be established by the board. The executive director
18 shall appoint all other officers and employees.

19 66540.17. The board may do all of the following:

20 ~~(a) Accept grants, contributions, and appropriations from any
21 public agency, private foundation, or individual.~~

22 ~~(b)~~

23 (a) Create committees from its membership.

24 ~~(c)~~

25 (b) Appoint advisory committees from other interested public
26 and private groups.

27 ~~(d)~~

28 (c) Contract for or employ any professional services required
29 by the authority or for the performance of work and services which
30 in the board's opinion cannot satisfactorily be performed by its
31 officers and employees.

32 ~~(e) Sue and be sued in all actions and proceedings and in all
33 courts and tribunals of competent jurisdiction, including prohibitory
34 and mandatory injunctions to restrain violations of this title.~~

35 ~~(f)~~

36 (d) Do any and all other things necessary to carry out the
37 purposes of this title.

38 66540.18. (a) The chair of the board shall do all of the
39 following:

- 40 (1) Prepare the agenda for each meeting of the board.

1 (2) Preside over all meetings of the board, including, but not
2 limited to, setting the dates and times of meetings, declaring the
3 opening and closing of each proceeding of the board, ruling on
4 points of order, regulating the individuals that, except for board
5 members, may address the board at its meetings, and putting issues
6 to the vote and announcing decisions following those votes.

7 (3) Appoint board members to committees and serve as an ex
8 officio member of all committees.

9 (4) Propose the annual budget for the authority.

10 (5) Sign all orders issued by the board and contracts and grant
11 documents as approved by the board.

12 (6) Represent the authority at all proceedings. The chair may
13 appoint individuals to represent the board on other boards or
14 commissions, subject to ratification by the board. Appointees serve
15 at the pleasure of the board and those appointments will be subject
16 to review by the board at least once every two years.

17 (7) Have such other powers and duties as may be prescribed
18 from time to time by the board.

19 (b) The chair may delegate any of the powers described in this
20 section, other than the power to delegate, to any member of the
21 board.

22 (c) In the absence or disability of the chair of the board, the vice
23 chair shall perform all of the duties of the chair and, in so acting,
24 shall have all the powers of the chair. The vice chair shall have
25 such other powers and perform such other duties as may be
26 prescribed from time to time by the board.

27 66540.19. (a) The time and place of the first meeting of the
28 board shall be at a time and place within the bay area region fixed
29 by the chair of the board, but no later than April 1, 2008.

30 (b) After the first meeting described in subdivision (a), the board
31 shall hold meetings at times and places determined by the board.

32 (c) Meetings of the board are subject to the Ralph M. Brown
33 Act (Chapter 9 (commencing with Section 54950) of Part 1 of
34 Division 2 of Title 5).

35 66540.20. The board is the legislative body of the authority
36 and, consistent with the provisions of this title, shall determine all
37 questions of authority policy.

38 66540.21. The board shall determine what water transportation
39 services facilities should be acquired or constructed for the
40 common benefit of the bay area region as a whole.

1 66540.22. The board shall supervise and regulate every water
 2 transportation services facility owned or operated or controlled by
 3 the authority, including the establishment of rates, rentals, charges,
 4 and classifications, and the making and enforcement of rules,
 5 regulations, contracts, practices, and schedules, for or in connection
 6 with any transportation facility owned or operated or controlled
 7 by the authority.

8 66540.23. (a) The board may act either by ordinance or
 9 resolution in order to regulate the authority and undertake all acts
 10 necessary and convenient for the exercise of the authority's powers.

11 (b) The board may adopt and enforce rules and regulations for
 12 the administration, maintenance, operation, and use of the
 13 authority's facilities and services, including, but not limited to,
 14 rates, charges, and fees for those purposes.

15 (c) The board may employ necessary personnel to enforce the
 16 rules and regulations adopted by the board pursuant to this section.

17 66540.24. (a) Three members of the board shall constitute a
 18 quorum for the purpose of transacting any business of the board.

19 (b) Except as otherwise specifically provided to the contrary in
 20 this title, a recorded majority vote of the total membership of the
 21 board is required on each action.

22 66540.25. The authority may do any and all things necessary
 23 to carry out the purposes of this title.

24
 25 CHAPTER 5. DUTIES AND POWERS

26
 27 Article 1. General Provisions

28
 29 66540.255. *The authority may accept grants, contributions,*
 30 *and appropriations from any public agency, private foundation,*
 31 *or individual.*

32 66540.26. The authority has perpetual succession and may
 33 adopt a seal and alter it at its pleasure.

34 66540.27. The authority may provide a comprehensive
 35 emergency public water transportation services system and, for
 36 this purpose, may have the power to provide all of the following:

37 (a) Planning, as provided in Article 2 (commencing with Section
 38 66540.32).

39 (b) Facilities, equipment, and services, as provided in Article 3
 40 (commencing with Section 66540.34).

1 (c) Funding, as provided in Article 4 (commencing with Section
2 66540.41).

3 (d) Employee benefits and retirement, as provide in Article 5
4 (commencing with Section 66540.55).

5 66540.28. The authority may sue and be sued.

6 66540.29. The authority may take by grant, purchase, devise,
7 or lease or otherwise acquire, hold, enjoy, lease, and dispose of,
8 real and personal property within or outside its area of jurisdiction
9 in order to further its purposes.

10 66540.30. The authority may contract with any department or
11 agency of the United States, with any state or local governmental
12 agency, or with any person upon those terms and conditions that
13 the authority finds are in its best interests.

14 66540.31. No action taken by the authority pursuant to this
15 title shall require the approval of the Public Utilities Commission.
16

17 Article 2. Planning
18

19 66540.32. (a) The authority shall create and adopt, *on or before*
20 *July 1, 2009*, an emergency water transportation system
21 management plan for water transportation services in the bay area
22 region in the event that bridges, highways, and other facilities are
23 rendered wholly or significantly inoperable.

24 (b) The authority shall create and adopt, *on or before January*
25 *1, 2009*, a transition plan to facilitate the transfer of existing public
26 transportation ferry services within the bay area region to the
27 authority pursuant to this title. In the preparation of the transition
28 plan, priority shall be given to ensuring continuity in the programs,
29 services, and activities of existing public transportation ferry
30 services.

31 (c) In developing the plans described in subdivisions (a) and
32 (b), the authority shall cooperate to the fullest extent possible with
33 the Metropolitan Transportation Commission, the State Office of
34 Emergency Services, the Association of Bay Area Governments,
35 and the San Francisco Bay Conservation and Development
36 Commission, and shall, to the fullest extent possible, coordinate
37 its planning with local agencies, *including those local agenciess*
38 *that operated, or contracted for the operation of, public water*
39 *transportation services as of the effective date of this title.. To*
40 *avoid duplication of work, the authority shall make maximum use*

1 of data and information available from the planning programs of
2 the Metropolitan Transportation Commission, the State Office of
3 Emergency Services, the Association of Bay Area Governments,
4 the San Francisco Bay Conservation and Development
5 Commission, the cities and counties in the San Francisco Bay area,
6 and other public and private planning agencies. In addition, the
7 authority shall consider both of the following:

8 (1) The San Francisco Bay Area Water Transit Implementation
9 and Operations Plan adopted by the San Francisco Bay Area Water
10 Transit Authority on July 10, 2003.

11 (2) Any other plan concerning water transportation within the
12 bay area region developed or adopted by any general purpose local
13 government or special district that operates or sponsors water
14 transit, including, but not limited to, those water transportation
15 services provided under agreement with a private operator.

16 (d) The authority shall prepare a specific transition plan for any
17 transfer not anticipated by the transition plan required under
18 subdivision (b).

19 (e) *At least 45 days prior to adoption of the plans required by*
20 *subdivisions (a) and (b), the authority shall provide a copy of the*
21 *plan adopted pursuant to subdivision (a) and the plan adopted*
22 *pursuant to subdivision (b) to each city and county in the bay area*
23 *region. Any of these cities or counties may provide comments on*
24 *these plans to the authority.*

25 66540.34. The authority shall refer for recommendation the
26 plans of routes, rights of way, terminals, yards, and related facilities
27 and improvements to the city councils and boards of supervisors
28 within whose jurisdiction those facilities and improvements lie
29 and to any other state, regional, and local agencies and
30 commissions as may be deemed appropriate by the authority. The
31 authority shall give due consideration to all recommendations
32 submitted.

33

34 Article 3. Facilities, Equipment, and Services

35

36 66540.34. The authority may enter into agreements for the
37 joint use or joint development of any property rights, including air
38 rights, owned or controlled by the authority.

39 66540.35. The authority may acquire, own, lease, construct,
40 and operate water transportation vessels and equipment, including,

1 but not limited to, real and personal property, equipment, and any
2 facilities of the authority, except those facilities providing access
3 to national parks.

4 66540.36. The authority may select private or public franchisees
5 for those operating elements of the water transportation services
6 system and related facilities of the authority.

7 66540.37. The authority may accept, through purchase of fee,
8 conveyance of title, long-term lease, or other means deemed
9 appropriate, the vessels, terminals, maintenance and support
10 facilities, and other assets of public water transportation services
11 providers.

12 66540.38. The authority may lease or contract for the use of
13 its facilities, or any portion thereof, to any operator, and may
14 provide for subleases by that operator upon the terms and
15 conditions that it deems in the public interest. The word “operator,”
16 as used in this section, means any city or public agency or any
17 person, firm, or private corporation.

18 66540.39. The air emission standard for new vessels purchased
19 by the authority shall exceed the federal Environmental Protection
20 Agency’s air quality standards for Tier II 2007 marine engines by
21 at least 85 percent.

22 66540.40. The authority shall dedicate at least one new vessel,
23 subject to engine manufacturers’ warranties, to employ biodiesel
24 fuel (B20) to assess the practical application of using renewable
25 fuels. If further funding becomes available for this application
26 from regional, state, or federal funding sources, the authority shall
27 consider increasing the use of biodiesel fuel to demonstrate
28 reduction in greenhouse gas emissions. The air emission standards
29 set by the authority pursuant to this title shall apply to the use of
30 biodiesel fuel.

31
32
33

Article 4. Funding

34 66540.41. The authority shall prepare and implement annual
35 operating budgets for the operation of the San Francisco Bay Area
36 water transportation services system, associated terminals, and
37 related feeder transportation and support services.

38 66540.42. The authority shall set fares for travel on the water
39 transportation services system that it operates, and define and set

1 other fares and fees for services related to the water transportation
2 system.

3 66540.43. (a) The authority may issue bonds, from time to
4 time, payable from revenue of any facility or enterprise operated,
5 acquired, or constructed by the authority, for any of the purposes
6 authorized by this title in accordance with the Revenue Bond Law
7 of 1941 (Chapter 6 (commencing with Section 54300) of Part 1
8 of Division 2 of Title 5), excluding Article 3 (commencing with
9 Section 54380) of Chapter 6 of Part 1 of Division 2 of Title 5 and
10 the limitations set forth in subdivision (b) of Section 54402 which
11 shall not apply to the issuance and sale of bonds pursuant to this
12 section.

13 (b) The authority is a local agency within the meaning of Section
14 54307. The water transportation services system or any or all
15 facilities and all additions and improvements that the authority's
16 governing board authorizes to be acquired or constructed and any
17 purpose, operation, facility, system, improvement, or undertaking
18 of the authority from which revenues are derived or otherwise
19 allocable, which revenues are, or may by resolution or ordinance
20 be, required to be separately accounted for from other revenues of
21 the authority, shall constitute an enterprise within the meaning of
22 Section 54309.

23 (c) The board shall authorize the issuance of bonds pursuant to
24 this section by resolution, which resolution shall be adopted by a
25 majority vote and shall specify all of the following:

26 (1) The purposes for which the bonds are to be issued, which
27 may include one or more purposes permitted by this title.

28 (2) The maximum principal amount of bonds.

29 (3) The maximum term of bonds.

30 (4) The maximum rate of interest, fixed or variable, to be
31 payable upon the bonds.

32 (5) The maximum discount or premium payable on sale of the
33 bonds.

34 (d) For purposes of the issuance and sale of bonds pursuant to
35 this section, the following definitions shall be applicable to the
36 Revenue Bond Law of 1941:

37 (1) "Fiscal agent" means any fiscal agent, trustee, paying agent,
38 depository, or other fiduciary provided for in the resolution
39 providing the terms and conditions for the issuance of the bonds,
40 which fiscal agent may be located within or without the state.

1 (2) “Resolution” means, unless the context otherwise requires,
2 the instrument providing the terms and conditions for the issuance
3 of bonds, which instrument may be an indenture, trust agreement,
4 installment sale agreement, lease, ordinance, or other instrument
5 in writing.

6 (e) Each resolution shall provide for the issuance of bonds in
7 the amounts as may be necessary, until the full amount of bonds
8 authorized has been issued. The full amount of bonds may be
9 divided into two or more series with different dates of payment
10 fixed for bonds of each series. A bond need not mature on its
11 anniversary date.

12 (f) The authority may issue refunding bonds to redeem or retire
13 any bonds issued by the authority upon the terms, at the times, and
14 in the manner which the authority’s governing body determines
15 by resolution. Refunding bonds may be issued in a principal
16 amount sufficient to pay all, or any part of, the principal of the
17 outstanding bonds, the premium, if any due upon call redemption
18 thereof prior to maturity, all expenses of redemption, and either
19 of the following:

20 (1) The interest upon the refunding bonds from the date of sale
21 thereof to the date of payment of the bonds to be refunded out of
22 the sale of the refunding bonds or to the date upon which the bonds
23 to be refunded will be paid pursuant to call or agreement with the
24 holders of the bonds.

25 (2) The interest upon the bonds to be refunded from the date of
26 sale of the refunding bonds to the date of payment of the bonds to
27 be refunded or to the date upon which the bonds to be refunded
28 will be paid pursuant to call or agreement with the holders of the
29 bonds.

30 (g) The authority may enter into any liquidity or credit
31 agreement it may deem necessary in connection with the issuance
32 of bonds authorized by this section.

33 (h) This section provides a complete, additional, and alternative
34 method of performing the acts authorized by this section, and the
35 issuance of bonds, including refunding bonds, need not comply
36 with any other law applicable to borrowing or the issuance of
37 bonds. Any provision of the Revenue Bond Law of 1941 which is
38 inconsistent with this section or this title shall not be applicable.

39 (i) Nothing in this section prohibits the authority from availing
40 itself of any procedure provided in this chapter for the issuance of

1 bonds of any type or character for any of the authorized water
2 transportation facilities. All bond proceedings may be carried on
3 simultaneously or, in the alternative, as the authority may
4 determine.

5 66540.44. The authority may levy special benefit assessments
6 consistent with the requirements of Article XIII D of the California
7 Constitution for operating expenses and to finance capital
8 improvements, including, but not limited to, special benefit
9 assessments levied pursuant to any of the following:

10 (a) The Improvement Act of 1911 (Division 7 (commencing
11 with Section 5000) of the Streets and Highways Code).

12 (b) The Improvement Bond Act of 1915 (Division 15
13 (commencing with Section 8500) of the Streets and Highways
14 Code).

15 (c) The Municipal Improvement Act of 1913 (Division 12
16 (commencing with Section 10000) of the Streets and Highways
17 Code).

18 (d) The Landscaping and Lighting Act of 1972 (Part 2
19 (commencing with Section 22500) of Division 15 of the Streets
20 and Highways Code).

21 66540.45. The authority may borrow money in accordance
22 with Article 7 (commencing with Section 53820) of, Article 7.6
23 (commencing with Section 53850) of, or Article 7.7 (commencing
24 with Section 53859) of, Chapter 4 of Part 1 of Division 2 of Title
25 5.

26 66540.46. (a) The authority may borrow money in anticipation
27 of the sale of any bonds that have been authorized to be issued,
28 but have not been sold and delivered, and may issue negotiable
29 bond anticipation notes therefor, and may renew the bond
30 anticipation notes from time to time, but the maximum maturity
31 of any bond anticipation notes, including the renewals thereof,
32 may not exceed five years from the date of delivery of the original
33 bond anticipation notes. The bond anticipation notes may be paid
34 from any money of the authority available therefor and not
35 otherwise pledged.

36 (b) If not previously otherwise paid, the bond anticipation notes
37 shall be paid from the proceeds of the next sale of the bonds of the
38 authority in anticipation of which they were issued. The bond
39 anticipation notes may not be issued in any amount in excess of
40 the aggregate amount of bonds that the authority has been

1 authorized to issue, less the amount of any bonds of the authorized
2 issue previously sold, and also less the amount of other bond
3 anticipation notes therefore issued and then outstanding. The bond
4 anticipation notes shall be issued and sold in the same manner as
5 the bonds. The bond anticipation notes and the resolution or
6 resolutions authorizing them may contain any provisions,
7 conditions, or limitations that a resolution of the authority
8 authorizing the issuance of bonds may contain.

9 (c) Exclusively for the purpose of securing financing or
10 refinancing for any of the purposes permitted by this title through
11 the issuance of bonds, notes, or other obligations, including
12 certificates of participation, by a joint powers authority, and,
13 notwithstanding any other provision contained in this title or any
14 other law, the authority may borrow money or purchase or lease
15 property from a joint powers authority and, in connection therewith,
16 may sell or lease property to the joint powers authority, in each
17 case at the interest rate or rates, maturity date or dates, installment
18 payment or rental provisions, security, pledge of revenues and
19 other assets, covenants to increase rates and charges, default,
20 remedy, and other terms or provisions as may be specified in the
21 installment sale, lease, loan, loan purchase, or other agreement or
22 agreements between the authority and the joint powers authority.
23 The authority may enter into any liquidity or credit agreement it
24 may deem necessary or appropriate in connection with any
25 financing or refinancing authorized by this section. This section
26 provides a complete, additional, and alternative method of
27 performing the acts authorized by this section, and the borrowing
28 of money, incurring indebtedness, sale, purchase, or lease of
29 property from or to a joint powers authority, and any agreement
30 for liquidity or credit enhancement entered into in connection
31 therewith, pursuant to this section, need not comply with the
32 requirements of any other law applicable to borrowing, incurring
33 indebtedness, sale, purchase, lease, or credit except for compliance
34 with this section.

35 66540.47. The authority may bring an action to determine the
36 validity of any of its bonds, equipment trust certificates, warrants,
37 notes, or other evidences of indebtedness or any of its revenues,
38 rates, or charges pursuant to Chapter 9 (commencing with Section
39 860) of Title 10 of Part 2 of the Code of Civil Procedure.

1 66540.48. (a) Notwithstanding any other provisions of this
2 title or any other law, the provisions of all ordinances, resolutions,
3 and other proceedings in the issuance by the authority of any bonds,
4 bonds with a pledge of revenues, bonds for improvement districts,
5 revenue bonds, equipment trust certificates, notes, or any and all
6 evidences of indebtedness or liability constitute a contract between
7 the authority and the holders of the bonds, equipment trust
8 certificates, notes, or evidences of indebtedness or liability, and
9 the provisions thereof are enforceable against the authority or any
10 or all of its successors or assigns, by mandamus or any other
11 appropriate suit, action, or proceeding in law or in equity in any
12 court of competent jurisdiction.

13 (b) Nothing in this title or in any other law shall be held to
14 relieve the authority or the territory included within it from any
15 bonded or other debt or liability contracted by the authority.

16 (c) Upon dissolution of the authority or upon withdrawal of
17 territory therefrom, that territory formerly included within the
18 authority, or withdrawn therefrom, shall continue to be liable for
19 the payment of all bonded and other indebtedness or liabilities
20 outstanding at the time of the dissolution or withdrawal as if the
21 authority had not been so dissolved nor the territory withdrawn
22 therefrom, and it shall be the duty of the successors or assigns to
23 provide for the payment of the bonded and other indebtedness and
24 liabilities.

25 (d) To the extent provided in the proceedings for the
26 authorization, issuance, and sale of any revenue bonds, bonds
27 secured by a pledge of revenues, or bonds for improvement districts
28 secured by a pledge of revenues, revenues of any kind or nature
29 derived from any revenue-producing improvements, works,
30 facilities, or property owned, operated, or controlled by the
31 authority may be pledged, charged, assigned, and have a lien
32 thereon for the payment of the bonds as long as the same are
33 outstanding, regardless of any change in ownership, operation, or
34 control of the revenue-producing improvements, works, facilities,
35 or property and it shall, in any later event or events, be the duty
36 of the successors or assigns to continue to maintain and operate
37 the revenue-producing improvements, works, facilities, or property
38 as long as bonds are outstanding.

39 66540.49. The authority may apply for and receive grants from
40 any and all state and federal agencies.

1 66540.50. The authority may deposit or invest any moneys of
2 the authority in banks or financial institutions in the state in
3 accordance with state law.

4 66540.51. The authority may insure against any accident to or
5 destruction of the public transportation ferry system or any part
6 thereof.

7 66540.52. The authority may insure against loss of revenues
8 from any cause whatsoever.

9 66540.53. The authority may insure against public liability or
10 property damage, or both. It may provide in the proceedings
11 authorizing the issuance of any bonds for the carrying of such or
12 any other insurance, in such amount and of such character as may
13 be specified, and for the payment of the premiums thereon.

14 66540.54. (a) The authority shall maintain accounting records
15 and shall report accounting transactions in accordance with
16 generally accepted accounting principles as adopted by the
17 Government Accounting Standards Board (GASB) of the Financial
18 Accounting Foundation for both public reporting purposes and for
19 reporting of activities to the Controller.

20 (b) The authority shall contract with an independent certified
21 public account for an annual audit of the financial records ~~and~~,
22 books, *and performance* of the authority. The accountant shall
23 submit a report of the audit to the board and the board shall make
24 copies of the report available to the public *and the appropriate*
25 *policy and fiscal committees of the Legislature.*

26

27 Article 5. Employee Benefits and Retirement System

28

29 66540.55. The authority shall prescribe a method of securing
30 employees, shall adopt rules and regulations governing the
31 employment of employees, and shall prescribe the compensation
32 to be paid to employees, including the provision of compensation
33 based upon successful accomplishment of goals and objectives
34 specified in advance.

35 66540.56. Represented employees of the San Francisco Bay
36 Area Water Transit Authority shall become employees of the
37 authority and shall suffer no loss of employment or reduction in
38 wages, health and welfare benefits, seniority, retirement benefits
39 or contributions made to retirement plans, or any other term or
40 condition of employment solely as a result of the enactment of this

1 title. No represented employee of the San Francisco Bay Area
2 Water Transit Authority shall suffer loss of employment or
3 reduction in wages or benefits solely as a result of the enactment
4 of this title.

5 66540.57. The authority may establish a retirement system for
6 the officers and employees of the authority and provide for the
7 payment of annuities, pensions, retirement allowances, disability
8 payments, and death benefits or any of them.

9 66540.58. The authority may maintain its own retirement fund
10 or may provide for benefits to eligible officers and employees, or
11 their beneficiaries, by means of group insurance or other insurance,
12 or by those means that in the opinion of the board will satisfactorily
13 provide an adequate and sure method of meeting the payments
14 contemplated by the retirement system.

15 66540.59. Before establishing any retirement system, the
16 authority shall secure a report from a qualified actuary, which shall
17 show the cost of the benefits provided by the system, and the
18 prospective assets and liabilities of the system.

19 66540.60. The board may adopt all ordinances and resolutions
20 and perform all acts necessary or convenient to the initiation,
21 maintenance, and administration of the retirement system.

22 66540.61. As an alternative method of providing a retirement
23 system, the board may contract with the Board of Administration
24 of the Public Employees' Retirement System and enter all or any
25 portion of its employees under that system pursuant to law and
26 under the terms and conditions of that contract, or may contract
27 with the Board of Administration of the Public Employees'
28 Retirement System for reciprocal benefits between the Public
29 Employees' System, or a city, or city and county, or any other
30 public agency contracting with the Public Employees' Retirement
31 System and the authority's retirement system as authorized by
32 Section 20042, and may perform all acts necessary or convenient
33 to provide for those reciprocal benefits.

34 66540.62. The board may also contract with the Board of
35 Administration of the Public Employees' Retirement System for
36 participation in the Federal Social Security Act and may perform
37 all acts necessary or convenient for that participation.

38 66540.63. The board may classify and determine the officers
39 and employees who shall be included as members in the retirement
40 system and may change the classification from time to time.

1 Membership of all officers and employees so classified and
2 included in the retirement system is compulsory.

3 66540.64. The board may prescribe the terms and conditions
4 upon which the officers and employees of the authority or their
5 beneficiaries shall be entitled to benefits and the amounts thereof.

6 66540.65. Any pension or retirement system adopted by the
7 board shall be on a sound actuarial basis and provide for
8 contributions by both the authority and the employee members of
9 the system which shall be based on percentage of payroll to be
10 changed only by adjustments on account of experience under the
11 system.

12 66540.66. Contributions shall be in amounts that shall
13 accumulate at retirement a fund sufficient to carry out the promise
14 to pay benefits to the individual on account of his or her service
15 as a member of the system, without further contributions from any
16 source.

17 66540.67. Nothing in any pension or retirement system or plan
18 shall prevent the board from, at any time, amending, changing,
19 modifying or terminating any provision for benefits, participation,
20 or contributions thereto or thereunder.

21 66540.68. (a) This article does not apply to any employees of
22 the authority in a bargaining unit that is represented by a labor
23 organization, except as to the protection of the rights of those
24 employees that were employees of the San Francisco Bay Area
25 Water Transit Authority as specifically provided in Section
26 66540.56.

27 (b) The adoption, terms, and conditions of the retirement systems
28 covering employees of the authority in a bargaining unit
29 represented by a labor organization shall be pursuant to a collective
30 bargaining agreement between that labor organization and the
31 authority. Any such retirement system adopted pursuant to a
32 collective bargaining agreement shall be on a sound actuarial basis.
33 The authority and the labor organization representing the
34 authority's employees in a bargaining unit shall be equally
35 represented in the administration of that retirement system.

36 (c) The authority shall assume and be bound by the terms and
37 conditions of employment set forth in any collective bargaining
38 agreement or employment contract between the San Francisco Bay
39 Area Water Transit Authority and any labor organization or
40 employee affected by the creation of that authority, as well as the

1 duties, obligations, and liabilities arising from, or relating to, labor
2 obligations imposed by state or federal law upon the San Francisco
3 Bay Area Water Transit Authority.

4
5
6

CHAPTER 6. SEVERABILITY

7 66540.69. If any chapter, article, section, subdivision,
8 subsection, sentence, clause, or phrase in this title, or the
9 application thereof to any person or circumstances, is for any reason
10 held invalid, the validity of the remainder of the title, or the
11 application of such provision to other persons or circumstances,
12 shall not be affected thereby. The Legislature hereby declares that
13 it would have passed this title and each chapter, article, section,
14 subdivision, subsection, sentence, clause, or phrase thereof,
15 irrespective of the fact that one or more sections, subdivisions,
16 subsections, sentences, clauses, or phrases, or the application
17 thereof to any person or circumstance, be held invalid.

18 SEC. 3. Section 30913 of the Streets and Highways Code is
19 amended to read:

20 30913. (a) In addition to any other authorized expenditure of
21 toll bridge revenues, the following major projects may be funded
22 from toll revenues:

- 23 (1) Benicia-Martinez Bridge: Widening of the existing bridge.
- 24 (2) Benicia-Martinez Bridge: Construction of an additional span
25 parallel to the existing bridge.
- 26 (3) Carquinez Bridge: Replacement of the existing western span.
- 27 (4) Richmond-San Rafael Bridge: Major rehabilitation of the
28 bridge, and development of a new easterly approach between the
29 toll plaza and Route 80, near Pinole, known as the Richmond
30 Parkway.

31 (b) The toll increase approved in 1988, which authorized a
32 uniform toll of one dollar (\$1) for two-axle vehicles on the bridges
33 and corresponding increases for multi-axle vehicles, resulted in
34 the following toll increases for two-axle vehicles on the bridges:

35
36
37
38
39
40

	1988 Increase (Two-axle vehicles)
Bridge	
Antioch Bridge	\$0.50
Benicia-Martinez Bridge	.60
Carquinez Bridge	.60

1		1988 Increase
2	Bridge	(Two-axle vehicles)
3	Dumbarton Bridge	.25
4	Richmond-San Rafael Bridge	.00
5	San Francisco-Oakland Bay Bridge	.25
6	San Mateo-Hayward Bridge	.25

7
 8 Portions of the 1988 toll increase were dedicated to transit
 9 purposes, and these amounts shall be calculated as up to 2 percent
 10 of the revenue generated each year by the collection on all bridges
 11 of the base toll at the level established by the 1988 toll increase.
 12 The Metropolitan Transportation Commission shall allocate
 13 two-thirds of these amounts to the ~~San Francisco Bay Area Water~~
 14 ~~Emergency Transportation Authority~~ for transportation projects,
 15 other than those specified in Sections 30912 and 30913 and in
 16 subdivision (a) of Section 30914, which are designed to reduce
 17 vehicular traffic congestion and improve bridge operations on any
 18 bridge, including, but not limited to, bicycle facilities and for the
 19 planning, construction, operation, and acquisition of rapid water
 20 transit systems. The commission shall allocate the remaining
 21 one-third to the ~~San Francisco Bay Area Water Emergency~~
 22 ~~Transportation Authority~~ solely for the planning, construction,
 23 operation, and acquisition of rapid water transit systems. The plans
 24 for the projects may also be funded by these moneys. *Funds made*
 25 *available for rapid water transit systems pursuant to this*
 26 *subdivision shall be allocated to the San Francisco Bay Area Water*
 27 *Emergency Transportation Authority.*

28 (c) The department shall not include, in the plans for the new
 29 Benicia-Martinez Bridge, toll plazas, highways, or other facilities
 30 leading to or from the Benicia-Martinez Bridge, any construction
 31 that would result in the net loss of any wetland acreage.

32 (d) With respect to the Benicia-Martinez and Carquinez Bridges,
 33 the department shall consider the potential for rail transit as part
 34 of the plans for the new structures specified in paragraphs (2) and
 35 (3) of subdivision (a).

36 (e) At the time the first of the new bridges specified in
 37 paragraphs (2) and (3) of subdivision (a) is opened to the public,
 38 there shall be a lane for the exclusive use of pedestrians and
 39 bicycles available on at least, but not limited to, the original span
 40 at Benicia or Carquinez, or the additional or replacement spans

1 planned for those bridges. The design of these bridges shall not
2 preclude the subsequent addition of a lane for the exclusive use of
3 pedestrians and bicycles.

4 SEC. 4. Section 30914 of the Streets and Highways Code is
5 amended to read:

6 30914. (a) In addition to any other authorized expenditures of
7 toll bridge revenues, the following major projects may be funded
8 from toll revenues of all bridges:

9 (1) Dumbarton Bridge: Improvement of the western approaches
10 from Route 101 if affected local governments are involved in the
11 planning.

12 (2) San Mateo-Hayward Bridge and approaches: Widening of
13 the bridge to six lanes, construction of rail transit capital
14 improvements on the bridge structure, and improvements to the
15 Route 92/Route 880 interchange.

16 (3) Construction of West Grand connector or an alternate project
17 designed to provide comparable benefit by reducing vehicular
18 traffic congestion on the eastern approaches to the San
19 Francisco-Oakland Bay Bridge. Affected local governments shall
20 be involved in the planning.

21 (4) Not less than 90 percent of the revenues determined by the
22 authority as derived from the toll increase approved in 1988 for
23 class I vehicles on the San Francisco-Oakland Bay Bridge
24 authorized by Section 30917 shall be used exclusively for rail
25 transit capital improvements designed to reduce vehicular traffic
26 congestion on that bridge. This amount shall be calculated as 21
27 percent of the revenue generated each year by the collection of the
28 base toll at the level established by the 1988 increase on the San
29 Francisco-Oakland Bay Bridge.

30 (b) Notwithstanding any funding request for the transbay bus
31 terminal pursuant to Section 31015, the Metropolitan
32 Transportation Commission shall allocate toll bridge revenues in
33 an annual amount not to exceed three million dollars (\$3,000,000),
34 plus a 3.5-percent annual increase, to the department or to the
35 Transbay Joint Powers Authority after the department transfers
36 the title of the Transbay Terminal Building to that entity, for
37 operation and maintenance expenditures. This allocation shall be
38 payable from funds transferred by the Bay Area Toll Authority.
39 This transfer of funds is subordinate to any obligations of the
40 authority, now or hereafter existing, having a statutory or first

1 priority lien against the toll bridge revenues. The first annual
2 3.5-percent increase shall be made on July 1, 2004. The transfer
3 is further subject to annual certification by the department or the
4 Transbay Joint Powers Authority that the total Transbay Terminal
5 Building operating revenue is insufficient to pay the cost of
6 operation and maintenance without the requested funding.

7 (c) If the voters approve a toll increase in 2004 pursuant to
8 Section 30921, the authority shall, consistent with the provisions
9 of subdivisions (d) and (f), fund the projects described in this
10 subdivision and in subdivision (d) that shall collectively be known
11 as the Regional Traffic Relief Plan by bonding or transfers to the
12 Metropolitan Transportation Commission. These projects have
13 been determined to reduce congestion or to make improvements
14 to travel in the toll bridge corridors, from toll revenues of all
15 bridges:

16 (1) BART/MUNI Connection at Embarcadero and Civic Center
17 Stations. Provide direct access from the BART platform to the
18 MUNI platform at the above stations and equip new fare gates that
19 are TransLink ready. Three million dollars (\$3,000,000). The
20 project sponsor is BART.

21 (2) MUNI Metro Third Street Light Rail Line. Provide funding
22 for the surface and light rail transit and maintenance facility to
23 support MUNI Metro Third Street Light Rail service connecting
24 to Caltrain stations and the E-Line waterfront line. Thirty million
25 dollars (\$30,000,000). The project sponsor is MUNI.

26 (3) MUNI Waterfront Historic Streetcar Expansion. Provide
27 funding to rehabilitate historic streetcars and construct trackage
28 and terminal facilities to support service from the Caltrain
29 Terminal, the Transbay Terminal, and the Ferry Building, and
30 connecting the Fisherman's Wharf and northern waterfront. Ten
31 million dollars (\$10,000,000). The project sponsor is MUNI.

32 (4) East to West Bay Commuter Rail Service over the
33 Dumbarton Rail Bridge. Provide funding for the necessary track
34 and station improvements and rolling stock to interconnect the
35 BART and Capitol Corridor at Union City with Caltrain service
36 over the Dumbarton Rail Bridge, and interconnect and provide
37 track improvements for the ACE line with the same Caltrain service
38 at Centerville. Provide a new station at Sun Microsystems in Menlo
39 Park. One hundred thirty-five million dollars (\$135,000,000). The
40 project is jointly sponsored by the San Mateo County

1 Transportation Authority, Capitol Corridor, the Alameda County
2 Congestion Management Agency, and the Alameda County
3 Transportation Improvement Authority.

4 (5) Vallejo Station. Construct intermodal transportation hub for
5 bus and ferry service, including parking structure, at site of
6 Vallejo's current ferry terminal. Twenty-eight million dollars
7 (\$28,000,000). The project sponsor is the City of Vallejo.

8 (6) Solano County Express Bus Intermodal Facilities. Provide
9 competitive grant fund source, to be administered by the
10 Metropolitan Transportation Commission. Eligible projects are
11 Curtola Park and Ride, Benicia Intermodal Facility, Fairfield
12 Transportation Center and Vacaville Intermodal Station. Priority
13 to be given to projects that are fully funded, ready for construction,
14 and serving transit service that operates primarily on existing or
15 fully funded high-occupancy vehicle lanes. Twenty million dollars
16 (\$20,000,000). The project sponsor is Solano Transportation
17 Authority.

18 (7) Solano County Corridor Improvements near Interstate
19 80/Interstate 680 Interchange. Provide funding for improved
20 mobility in corridor based on recommendations of joint study
21 conducted by the Department of Transportation and the Solano
22 Transportation Authority. Cost-effective transit infrastructure
23 investment or service identified in the study shall be considered a
24 high priority. One hundred million dollars (\$100,000,000). The
25 project sponsor is Solano Transportation Authority.

26 (8) Interstate 80: Eastbound High-Occupancy Vehicle (HOV)
27 Lane Extension from Route 4 to Carquinez Bridge. Construct
28 HOV-lane extension. Fifty million dollars (\$50,000,000). The
29 project sponsor is the Department of Transportation.

30 (9) Richmond Parkway Transit Center. Construct parking
31 structure and associated improvements to expand bus capacity.
32 Sixteen million dollars (\$16,000,000). The project sponsor is
33 Alameda-Contra Costa Transit District, in coordination with West
34 Contra Costa Transportation Advisory Committee, Western Contra
35 Costa Transit Authority, City of Richmond, and the Department
36 of Transportation.

37 (10) Sonoma-Marin Area Rail Transit District (SMART)
38 Extension to Larkspur or San Quentin. Extend rail line from San
39 Rafael to a ferry terminal at Larkspur or San Quentin. Thirty-five
40 million dollars (\$35,000,000). Up to five million dollars

1 (\$5,000,000) may be used to study, in collaboration with the Water
2 Transit Authority, the potential use of San Quentin property as an
3 intermodal water transit terminal. The project sponsor is SMART.

4 (11) Greenbrae Interchange/Larkspur Ferry Access
5 Improvements. Provide enhanced regional and local access around
6 the Greenbrae Interchange to reduce traffic congestion and provide
7 multimodal access to the Richmond-San Rafael Bridge and
8 Larkspur Ferry Terminal by constructing a new full service
9 diamond interchange at Wornum Drive south of the Greenbrae
10 Interchange, extending a multiuse pathway from the new
11 interchange at Wornum Drive to East Sir Francis Drake Boulevard
12 and the Cal Park Hill rail right-of-way, adding a new lane to East
13 Sir Francis Drake Boulevard and rehabilitating the Cal Park Hill
14 Rail Tunnel and right-of-way approaches for bicycle and pedestrian
15 access to connect the San Rafael Transit Center with the Larkspur
16 Ferry Terminal. Sixty-five million dollars (\$65,000,000). The
17 project sponsor is Marin County Congestion Management Agency.

18 (12) Direct High-Occupancy Vehicle (HOV) lane connector
19 from Interstate 680 to the Pleasant Hill or Walnut Creek BART
20 stations or in close proximity to either station or as an extension
21 of the southbound Interstate 680 High-Occupancy Vehicle Lane
22 through the Interstate 680/State Highway Route 4 interchange
23 from North Main in Walnut Creek to Livorna Road. The County
24 Connection shall utilize up to one million dollars (\$1,000,000) of
25 the funds described in this paragraph to develop options and
26 recommendations for providing express bus service on the
27 Interstate 680 High-Occupancy Vehicle Lane south of the Benicia
28 Bridge in order to connect to BART. Upon completion of the plan,
29 the Contra Costa Transportation Authority shall adopt a preferred
30 alternative provided by the County Connection plan for future
31 funding. Following adoption of the preferred alternative, the
32 remaining funds may be expended either to fund the preferred
33 alternative or to extend the high-occupancy vehicle lane as
34 described in this paragraph. Fifteen million dollars (\$15,000,000).
35 The project is sponsored by the Contra Costa Transportation
36 Authority.

37 (13) Rail Extension to East Contra Costa/E-BART. Extend
38 BART from Pittsburg/Bay Point Station to Byron in East Contra
39 Costa County. Ninety-six million dollars (\$96,000,000). Project
40 funds may only be used if the project is in compliance with adopted

1 BART policies with respect to appropriate land use zoning in
2 vicinity of proposed stations. The project is jointly sponsored by
3 BART and Contra Costa Transportation Authority.

4 (14) Capitol Corridor Improvements in Interstate 80/Interstate
5 680 Corridor. Fund track and station improvements, including the
6 Suisun Third Main Track and new Fairfield Station. Twenty-five
7 million dollars (\$25,000,000). The project sponsor is Capitol
8 Corridor Joint Powers Authority and the Solano Transportation
9 Authority.

10 (15) Central Contra Costa Bay Area Rapid Transit (BART)
11 Crossover. Add new track before Pleasant Hill BART Station to
12 permit BART trains to cross to return track towards San Francisco.
13 Twenty-five million dollars (\$25,000,000). The project sponsor is
14 BART.

15 (16) Benicia-Martinez Bridge: New Span. Provide partial
16 funding for completion of new five-lane span between Benicia
17 and Martinez to significantly increase capacity in the I-680
18 corridor. Fifty million dollars (\$50,000,000). The project sponsor
19 is the Bay Area Toll Authority.

20 (17) Regional Express Bus North. Competitive grant program
21 for bus service in Richmond-San Rafael Bridge, Carquinez,
22 Benicia-Martinez and Antioch Bridge corridors. Provide funding
23 for park and ride lots, infrastructure improvements, and rolling
24 stock. Eligible recipients include Golden Gate Bridge Highway
25 and Transportation District, Vallejo Transit, Napa VINE,
26 Fairfield-Suisun Transit, Western Contra Costa Transit Authority,
27 Eastern Contra Costa Transit Authority, and Central Contra Costa
28 Transit Authority. The Golden Gate Bridge Highway and
29 Transportation District shall receive a minimum of one million six
30 hundred thousand dollars (\$1,600,000). Napa VINE shall receive
31 a minimum of two million four hundred thousand dollars
32 (\$2,400,000). Twenty million dollars (\$20,000,000). The project
33 sponsor is the Metropolitan Transportation Commission.

34 (18) TransLink. Integrate the Bay Area's regional smart card
35 technology, TransLink, with operator fare collection equipment
36 and expand system to new transit services. Twenty-two million
37 dollars (\$22,000,000). The project sponsor is the Metropolitan
38 Transportation Commission.

39 (19) Real-Time Transit Information. Provide a competitive grant
40 program for transit operators for assistance with implementation

1 of high-technology systems to provide real-time transit information
2 to riders at transit stops or via telephone, wireless, or Internet
3 communication. Priority shall be given to projects identified in the
4 commission's connectivity plan adopted pursuant to subdivision
5 (d) of Section 30914.5. Twenty million dollars (\$20,000,000). The
6 funds shall be administered by the Metropolitan Transportation
7 Commission.

8 (20) Safe Routes to Transit: Plan and construct bicycle and
9 pedestrian access improvements in close proximity to transit
10 facilities. Priority shall be given to those projects that best provide
11 access to regional transit services. Twenty-two million five hundred
12 thousand dollars (\$22,500,000). City Car Share shall receive two
13 million five hundred thousand dollars (\$2,500,000) to expand its
14 program within approximately one-quarter mile of transbay
15 regional transit terminals or stations. The City Car Share project
16 is sponsored by City Car Share and the Safe Routes to Transit
17 project is jointly sponsored by the East Bay Bicycle Coalition and
18 the Transportation and Land Use Coalition. These sponsors must
19 identify a public agency cosponsor for purposes of specific project
20 fund allocations.

21 (21) BART Tube Seismic Strengthening. Add seismic capacity
22 to existing BART tube connecting the east bay with San Francisco.
23 One hundred forty-three million dollars (\$143,000,000). The
24 project sponsor is BART.

25 (22) Transbay Terminal/Downtown Caltrain Extension. A new
26 Transbay Terminal at First and Mission Streets in San Francisco
27 providing added capacity for transbay, regional, local, and intercity
28 bus services, the extension of Caltrain rail services into the
29 terminal, and accommodation of a future high-speed passenger
30 rail line to the terminal and eventual rail connection to the east
31 bay. Eligible expenses include project planning, design and
32 engineering, construction of a new terminal and its associated
33 ramps and tunnels, demolition of existing structures, design and
34 development of a temporary terminal, property and right-of-way
35 acquisitions required for the project, and associated project-related
36 administrative expenses. A bus- and train-ready terminal facility,
37 including purchase and acquisition of necessary rights-of-way for
38 the terminal, ramps, and rail extension, is the first priority for toll
39 funds for the Transbay Terminal/Downtown Caltrain Extension
40 Project. The temporary terminal operation shall not exceed five

1 years. One hundred fifty million dollars (\$150,000,000). The
2 project sponsor is the Transbay Joint Powers Authority.

3 (23) Oakland Airport Connector. New transit connection to link
4 BART, Capitol Corridor and AC Transit with Oakland Airport.
5 The Port of Oakland shall provide a full funding plan for the
6 connector. Thirty million dollars (\$30,000,000). The project
7 sponsors are the Port of Oakland and BART.

8 (24) AC Transit Enhanced Bus-Phase 1 on Telegraph Avenue,
9 International Boulevard, and East 14th Street
10 (Berkeley-Oakland-San Leandro). Develop enhanced bus service
11 on these corridors, including bus bulbs, signal prioritization, new
12 buses, and other improvements. Priority of investment shall
13 improve the AC connection to BART on these corridors. Sixty-five
14 million dollars (\$65,000,000). The project sponsor is AC Transit.

15 (25) Transbay Commute Ferry Service. Purchase two vessels
16 for transbay ferry services. Second vessel funds to be released
17 upon demonstration of appropriate terminal locations, new
18 transit-oriented development, adequate parking, and sufficient
19 landside feeder connections to support ridership projections.
20 Twelve million dollars (\$12,000,000). The project sponsor is San
21 Francisco Bay Area Water Emergency Transportation Authority.
22 If the San Francisco Bay Area Water Emergency ~~transportation~~
23 *Transportation* Authority demonstrates to the Metropolitan
24 Transportation Commission that it has secured alternative funding
25 for the two vessel purchases described in this paragraph, the funds
26 may be used for terminal improvements or for consolidation of
27 existing ferry operations.

28 (26) Commute Ferry Service for Berkeley/Albany. Purchase
29 two vessels for ferry services between the Berkeley/Albany
30 Terminal and San Francisco. Parking access and landside feeder
31 connections must be sufficient to support ridership projections.
32 Twelve million dollars (\$12,000,000). The project sponsor is the
33 San Francisco Bay Area Water Emergency Transportation
34 Authority. If the San Francisco Bay Area Water Emergency
35 Transportation Authority demonstrates to the Metropolitan
36 Transportation Commission that it has secured alternative funding
37 for the two vessel purchases described in this paragraph, the funds
38 may be used for terminal improvements. If the San Francisco Bay
39 Area Water Emergency Transportation Authority does not have
40 an entitled terminal site within the Berkeley/Albany catchment

1 area by 2010 that meets its requirements, the funds described in
2 this paragraph and the operating funds described in paragraph (7)
3 of subdivision (d) shall be transferred to another site in the East
4 Bay. The City of Richmond shall be given first priority to receive
5 this transfer of funds if it has met the planning milestones identified
6 in its special study developed pursuant to paragraph (28).

7 (27) Commute Ferry Service for South San Francisco. Purchase
8 two vessels for ferry services to the Peninsula. Parking access and
9 landside feeder connections must be sufficient to support ridership
10 projections. Twelve million dollars (\$12,000,000). The project
11 sponsor is the San Francisco Bay Area Water Emergency
12 Transportation Authority. If the San Francisco Bay Area Water
13 Emergency Transportation Authority demonstrates to the
14 Metropolitan Transportation Commission that it has secured
15 alternative funding for the two vessel purchases described in this
16 paragraph, the funds may be used for terminal improvements.

17 (28) Water Transit Facility Improvements, Spare Vessels, and
18 Environmental Review Costs. Provide two backup vessels for
19 water transit services, expand berthing capacity *at the Port of San*
20 *Francisco*, and expand environmental studies and design for
21 eligible locations. Forty-eight million dollars (\$48,000,000). The
22 project sponsor is San Francisco Bay Area Water Emergency
23 Transportation Authority. Up to one million dollars (\$1,000,000)
24 of the funds described in this paragraph shall be made available
25 for the San Francisco Bay Area Water Emergency Transportation
26 Authority to study accelerating development and other milestones
27 that would potentially increase ridership at the City of Richmond
28 ferry terminal.

29 (29) Regional Express Bus Service for San Mateo, Dumbarton,
30 and Bay Bridge Corridors. Expand park and ride lots, improve
31 HOV access, construct ramp improvements, and purchase rolling
32 stock. Twenty-two million dollars (\$22,000,000). The project
33 sponsors are AC Transit and Alameda County Congestion
34 Management Agency.

35 (30) I-880 North Safety Improvements. Reconfigure various
36 ramps on I-880 and provide appropriate mitigations between 29th
37 Avenue and 16th Avenue. Ten million dollars (\$10,000,000). The
38 project sponsors are Alameda County Congestion Management
39 Agency, City of Oakland, and the Department of Transportation.

1 (31) BART Warm Springs Extension. Extension of the existing
2 BART system from Fremont to Warm Springs in southern Alameda
3 County. Ninety-five million dollars (\$95,000,000). Up to ten
4 million dollars (\$10,000,000) shall be used for grade separation
5 work in the City of Fremont necessary to extend BART. The
6 project would facilitate a future rail service extension to the Silicon
7 Valley. The project sponsor is BART.

8 (32) I-580 (Tri Valley) Rapid Transit Corridor Improvements.
9 Provide rail or High-Occupancy Vehicle lane direct connector to
10 Dublin BART and other improvements on I-580 in Alameda
11 County for use by express buses. Sixty-five million dollars
12 (\$65,000,000). The project sponsor is Alameda County Congestion
13 Management Agency.

14 (33) Regional Rail Master Plan. Provide planning funds for
15 integrated regional rail study pursuant to subdivision (f) of Section
16 30914.5. Six million five hundred thousand dollars (\$6,500,000).
17 The project sponsors are Caltrain and BART.

18 (34) Integrated Fare Structure Program. Provide planning funds
19 for the development of zonal monthly transit passes pursuant to
20 subdivision (e) of Section 30914.5. One million five hundred
21 thousand dollars (\$1,500,000). The project sponsor is the Translink
22 Consortium.

23 (35) Transit Commuter Benefits Promotion. Marketing program
24 to promote tax-saving opportunities for employers and employees
25 as specified in Section 132(f)(3) or 162(a) of the Internal Revenue
26 Code. Goal is to increase the participation rate of employers
27 offering employees a tax-free benefit to commute to work by
28 transit. The project sponsor is the Metropolitan Transportation
29 Commission. Five million dollars (\$5,000,000).

30 (36) Caldecott Tunnel Improvements. Provide funds to plan and
31 construct a fourth bore at the Caldecott Tunnel between Contra
32 Costa and Alameda Counties. The fourth bore will be a two-lane
33 bore with a shoulder or shoulders north of the current three bores.
34 The County Connection shall study all feasible alternatives to
35 increase transit capacity in the westbound corridor of State
36 Highway Route 24 between State Highway Route 680 and the
37 Caldecott Tunnel, including the study of the use of an express lane,
38 high-occupancy vehicle lane, and an auxiliary lane. The cost of
39 the study shall not exceed five hundred thousand dollars (\$500,000)
40 and shall be completed not later than January 15, 2006. Fifty

1 million five hundred thousand dollars (\$50,500,000). The project
2 sponsor is the Contra Costa Transportation Authority.

3 (d) Not more than 38 percent of the revenues generated from
4 the toll increase shall be made available annually for the purpose
5 of providing operating assistance for transit services as set forth
6 in the authority's annual budget resolution. The funds shall be
7 made available to the provider of the transit services subject to the
8 performance measures described in Section 30914.5. If the funds
9 cannot be obligated for operating assistance consistent with the
10 performance measures, these funds shall be obligated for other
11 operations consistent with this chapter.

12 Except for operating programs that do not have planned funding
13 increases and subject to the 38-percent limit on total operating cost
14 funding in any single year, following the first year of scheduled
15 operations, an escalation factor, not to exceed 1.5 percent per year,
16 shall be added to the operating cost funding through fiscal year
17 2015–16, to partially offset increased operating costs. The
18 escalation factors shall be contained in the operating agreements
19 described in Section 30914.5. Subject to the limitations of this
20 paragraph, the Metropolitan Transportation Commission may
21 annually fund the following operating programs as another
22 component of the Regional Traffic Relief Plan:

23 (1) Golden Gate Express Bus Service over the Richmond Bridge
24 (Route 40). Two million one hundred thousand dollars
25 (\$2,100,000).

26 (2) Napa Vine Service terminating at the Vallejo Intermodal
27 Terminal. Three hundred ninety thousand dollars (\$390,000).

28 (3) Regional Express Bus North Pool serving the Carquinez and
29 Benicia Bridge Corridors. Three million four hundred thousand
30 dollars (\$3,400,000).

31 (4) Regional Express Bus South Pool serving the Bay Bridge,
32 San Mateo Bridge, and Dumbarton Bridge Corridors. Six million
33 five hundred thousand dollars (\$6,500,000).

34 (5) Dumbarton Rail. Five million five hundred thousand dollars
35 (\$5,500,000).

36 (6) San Francisco Bay Area Water Emergency Transportation
37 Authority, Alameda/Oakland/Harbor Bay, Berkeley/Albany, South
38 San Francisco, Vallejo, or other transbay ferry service. A portion
39 of the operating funds may be dedicated to landside transit

1 operations. Fifteen million three hundred thousand dollars
2 (\$15,300,000).

3 (7) Owl Bus Service on BART Corridor. One million eight
4 hundred thousand dollars (\$1,800,000).

5 (8) MUNI Metro Third Street Light Rail Line. Two million five
6 hundred thousand dollars (\$2,500,000) without escalation.

7 (9) AC Transit Enhanced Bus Service on Telegraph Avenue,
8 International Boulevard, and East 14th Street in
9 Berkeley-Oakland-San Leandro. Three million dollars (\$3,000,000)
10 without escalation.

11 (10) TransLink, three-year operating program. Twenty million
12 dollars (\$20,000,000) without escalation.

13 (11) San Francisco Bay Area Water Emergency Transportation
14 Authority, regional planning and operations. Three million dollars
15 (\$3,000,000) without escalation.

16 (e) For all projects authorized under subdivision (c), the project
17 sponsor shall submit an initial project report to the Metropolitan
18 Transportation Commission before July 1, 2004. This report shall
19 include all information required to describe the project in detail,
20 including the status of any environmental documents relevant to
21 the project, additional funds required to fully fund the project, the
22 amount, if any, of funds expended to date, and a summary of any
23 impediments to the completion of the project. This report, or an
24 updated report, shall include a detailed financial plan and shall
25 notify the commission if the project sponsor will request toll
26 revenue within the subsequent 12 months. The project sponsor
27 shall update this report as needed or requested by the commission.
28 No funds shall be allocated by the commission for any project
29 authorized by subdivision (c) until the project sponsor submits the
30 initial project report, and the report is reviewed and approved by
31 the commission.

32 If multiple project sponsors are listed for projects listed in
33 subdivision (c), the commission shall identify a lead sponsor in
34 coordination with all identified sponsors, for purposes of allocating
35 funds. For any projects authorized under subdivision (c), the
36 commission shall have the option of requiring a memorandum of
37 understanding between itself and the project sponsor or sponsors
38 that shall include any specific requirements that must be met prior
39 to the allocation of funds provided under subdivision (c).

1 (f) The Metropolitan Transportation Commission shall annually
2 assess the status of programs and projects and shall allocate a
3 portion of funding made available under Section 30921 or 30958
4 for public information and advertising to support the services and
5 projects identified in subdivisions (c) and (d). If a program or
6 project identified in subdivision (c) has cost savings after
7 completion, taking into account construction costs and an estimate
8 of future settlement claims, or cannot be completed or cannot
9 continue due to delivery or financing obstacles making the
10 completion or continuation of the program or project unrealistic,
11 the commission shall consult with the program or project sponsor.
12 After consulting with the sponsor, the commission shall hold a
13 public hearing concerning the program or project. After the hearing,
14 the commission may vote to modify the program or the project's
15 scope, decrease its level of funding, or reassign some or all of the
16 funds to another project within the same bridge corridor. If a
17 program or project identified in subdivision (c) is to be
18 implemented with other funds not derived from tolls, the
19 commission shall follow the same consultation and hearing process
20 described above and may vote thereafter to reassign the funds to
21 another project consistent with the intent of this chapter. If an
22 operating program or project as identified in subdivision (d) cannot
23 achieve its performance objectives described in subdivision (a) of
24 Section 30914.5 or cannot continue due to delivery or financing
25 obstacles making the completion or continuation of the program
26 or project unrealistic, the commission shall consult with the
27 program or the project sponsor. After consulting with the sponsor,
28 the commission shall hold a public hearing concerning the program
29 or project. After the hearing, the commission may vote to modify
30 the program or the project's scope, decrease its level of funding,
31 or to reassign some or all of the funds to another or an additional
32 regional transit program or project within the same corridor. If a
33 program or project does not meet the required performance
34 measures, the commission shall give the sponsor a time certain to
35 achieve the performance measures before reassigning its funding.

36 (g) If the voters approve a toll increase pursuant to Section
37 30921, the authority shall within 24 months of the election date,
38 include the projects in a long-range plan that are consistent with
39 the commission's findings required by this section and Section
40 30914.5. The authority shall update its long-range plan as required

1 to maintain its viability as a strategic plan for funding projects
2 authorized by this section. The authority shall by January 1, 2007,
3 submit its updated long-range plan to the transportation policy
4 committee of each house of the Legislature for review.

5 (h) If the voters approve a toll increase pursuant to Section
6 30921, and if additional funds from this toll increase are available
7 following the funding obligations of subdivisions (c) and (d), the
8 authority may set aside a reserve to fund future rolling stock
9 replacement to enhance the sustainability of the services
10 enumerated in subdivision (d). The authority shall, by January 1,
11 2020, submit a 20-year toll bridge expenditure plan to the
12 Legislature for adoption. This expenditure plan shall have, as its
13 highest priority, replacement of transit vehicles purchased pursuant
14 to subdivision (c).

15 SEC. 5. No reimbursement is required by this act pursuant to
16 Section 6 of Article XIII B of the California Constitution because
17 a local agency or school district has the authority to levy service
18 charges, fees, or assessments sufficient to pay for the program or
19 level of service mandated by this act, within the meaning of Section
20 17556 of the Government Code.

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CITY OF VALLEJO

ANTHONY J. INTINTOLI, JR.
MAYOR

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4377

September 11, 2007

Senator Don Perata
State Capitol, Room 205
Sacramento, CA 95814

SUBJECT: Senate Bill – 976

Dear Senator Perata:

Given the City of Vallejo's Baylink Ferry service experience in providing vital emergency transportation during the 1989 Loma Prieta earthquake to the Cities of Vallejo, San Francisco and the northern counties of Solano, Napa, Yolo and Sacramento, the City understands and supports the goal of the proposed SB.976 (and AB1611) to establish better emergency coordination of the existing water transportation services.

However, the City of Vallejo has numerous concerns over the potential impact of these bills on our successful Baylink water transportation operation and the economic health of our city.

1. The language of SB 976 (and AB 1611) as originally proposed has been significantly changed within the last few days. The full impact of the language and its operational, economic and financial implications cannot be evaluated in such a short period of time. There are numerous issues that will need to be addressed to ensure that we do not jeopardize our existing ferry service, transit system and economic stability of our city.

As a vital ferry operator we would like specific language introduced into the cleanup bill that outlines the City of Vallejo's role in development of both the Emergency Water Transportation System Management Plan and related transition plan.

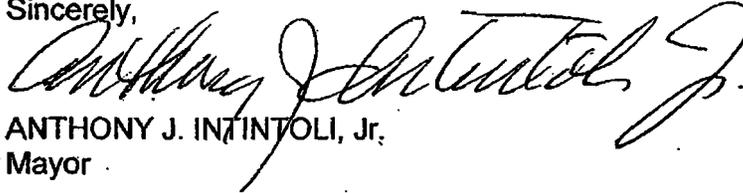
2. The City of Vallejo is requesting representation on the WETA Board of Directors. For 21 years, Vallejo has successfully operated the largest and most flourishing ferry operation affected by this proposed legislation, as indicated by a 60-80% farebox recovery rate and the 900,000 riders served per year. Having this operational experience on the WETA Board will be mutually beneficial and necessary to achieve a successful implementation of SB 976.

Senator Don Perata
SUBJECT: Senate Bill – 976
September 11, 2007

3. Both the City of Vallejo's economic revitalization efforts and our transportation program have been built in part around the successful Baylink ferry service. We expect assurances that the existing Baylink operation funding levels, ferry related projects and service levels will be maintained or enhanced.

Emergency preparedness can be achieved without jeopardizing the operation of one of the most successful ferry services in the region. We stand in full support of ensuring that emergency preparedness coordination will happen and look forward to working with you to make this a reality.

Sincerely,



ANTHONY J. INTINTOLI, Jr.
Mayor

GAL/tdh

cc: City Councilmembers
Gary A. Leach, Public Works Director
Crystal Odum Ford, Transportation Supt.
Daryl Halls, Solano Transportation Authority
Assemblymember Noreen Evans
Senator Patricia Wiggins



CITY OF VALLEJO

ANTHONY J. INTINTOLI, JR.
MAYOR

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4377

September 19, 2007

Governor Arnold Schwarzenegger
State Capitol Building
Sacramento, California 95814

SUBJECT: Request for Veto of Senate Bill 976

Dear Governor Schwarzenegger:

The City of Vallejo respectfully requests that you veto Senate Bill 976 (Torlakson), which was drastically amended and passed by the Senate within the last few hours of this legislative session without opportunity for public input. Senate Bill 976 replaces legislation that established the San Francisco Bay Area Water Transit Authority (WTA) with a new entity, the San Francisco Bay Area Water Emergency Transportation Authority (WETA). This bill goes well beyond its stated purpose of planning for and responding to emergencies and disasters affecting transportation in the Bay Area.

In fact, the bill provides for the seizure of both the Oakland-Alameda's ferry service and the City of Vallejo's highly successful Baylink ferry service without justification or compensation.

Though we are prepared to support legislation to establish a single entity to coordinate emergency preparedness in the Bay Area, we have serious concerns that SB 976, as written, cannot be realistically, legally or timely implemented without jeopardizing existing ferry service to the cities of Vallejo, San Francisco, Oakland, Alameda and the northern counties of Solano, Napa, Yolo, and Sacramento.

Accordingly, we urge you to veto SB 976 to allow new legislation to be written that will address emergency services issues without the following adverse impacts:

- The financial implications of this bill, as adopted, are drastic and far reaching. By seizing control of our state ferry operating and capital funding, this bill could significantly impact Vallejo's efficient and effective *Baylink* ferry service. This could jeopardize federal, regional and local funding opportunities. The full implications of this bill have yet to be identified.

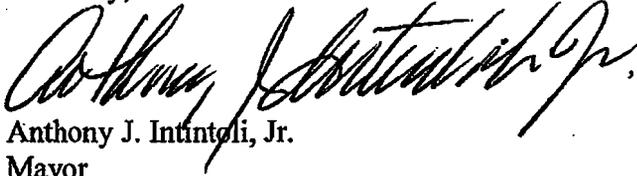
- The bill is cloaked in emergency preparedness language, but there is no merit or justification for this new entity to take over daily passenger ferry operations and City assets during non-emergencies. This complete takeover creates more bureaucracy, confusion, mistrust and animosity between the various stakeholders and the public. This unilateral action certainly does not foster the cooperation and local support that is needed for a successful transportation emergency response program.
- This new agency has no experience operating ferry service. The City of Vallejo, however, has distinguished itself as an experienced ferry operator over the last 21 years as evidenced by its 60-80% fare box recovery rate and service to over 900,000 passengers per year. Similarly, the City of Vallejo distinguished itself by its performance of emergency operations during the 1989 Loma Prieta earthquake and more recently the MacArthur maze collapse.
- The City of Vallejo's success has come partially as a result of our ability to control and coordinate the City's bus ferry feeder service, as well as our supplemental bus service that accommodates ferry passengers when the demand exceeds our ferry capacity. Loss of such local control could significantly diminish the ability to provide such responsive reliable service needed to attract and keep ferry ridership.
- The bill also has a significant impact on the economic viability of the City of Vallejo. The city's transit-oriented, development-based economic revitalization efforts and our transportation program have been built around the successful Baylink ferry service. This bill could jeopardize joint public/private economic development capital projects and asset investments, such as the Vallejo Station (a proposed 1,200 space joint-use parking structure), the existing ferry terminal building and the proposed Ferry Maintenance Facility (an integral part of our Mare Island Navy Base redevelopment plan). These projects total millions of dollars of substantial investment and binding contractual relationships with state, regional and federal funding partners as well as numerous private sector companies.
- Transferring assets and unraveling existing funding commitments have serious legal ramifications on existing binding agreements. This bill will create unintended, unproductive and costly delays and in fact lessen the attention given to emergency preparedness planning in the Bay Area.

Governor Arnold Schwarzenegger
September 19, 2007
Page 3

Attached please find newspaper articles discussing SB 976, the circumstances of its passage and the suspicion that has already been created by this legislation. By vetoing SB 976, you will allow all of the parties to begin to develop an emergency preparedness planning process in the cooperative manner that is needed for successful implementation and protect the City of Vallejo's economic interests and successful ferry operation.

Thank you for consideration of our concerns. If you have any questions or would like clarification on the ramifications this bill has on the City of Vallejo and the Bay area, please contact me at (707) 648-4377.

Sincerely,



Anthony J. Intintoli, Jr.
Mayor

/je

cc: Congressman George Miller
Senator Patricia Wiggins
Senator Tom Torlakson
Assemblymember Noreen Evans
Assemblymember Desaulnier
Solano County Board of Supervisors
Solano County Mayors
Vallejo City Council
Daryl Halls, Executive Director, Solano Transportation Authority
Joseph M. Tanner, City Manager
Gary A. Leach, Public Works Director
Crystal Odum Ford, Transportation Superintendent

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Ferry system: Was Vallejo sent up the creek with no paddle?

Article Launched:09/14/2007 09:30:30 AM PDT

OK, so Wednesday's early morning sneak attack on the Vallejo Ferry system didn't rise to the level of Pearl Harbor. But the devious nature of what transpired in the Legislature's waning moments must not be ignored.

Like in the case of that other sneak attack, many questions remain that have yet to be answered. And we're waiting.

Such as, who was in on this 11th hour move by Sen. Donald Perata to combine the Alameda and Vallejo ferry systems into one entity placed under state control?

And why was this done so late in the session that the affected cities couldn't effectively react? Or, was that the point?

And when Assemblywoman Noreen Evans, who represents Vallejo, objected to this obvious railroad job, why were her Assembly colleagues unwilling to back her up?

And, if this consolidation of the two ferry systems was so critical to the region, why were the bill amendments not kept aboveboard and subject to public hearings, scrutiny and feedback?

And... and... and...

A Perata aide insists that the ferry move, now before the governor, is neither underhanded nor nefarious.

"There is not an intention to seize assets here," Perata aide Alicia Trost told the Times-Herald. "We want to consolidate for disaster preparedness to get all this under one umbrella."

We'll buy the consolidation purpose, but as one ferry rider asked, why the sudden rush? It's been 18 years since Loma Prieta, and six since 9/11. Was this a concept that suddenly dawned on Perata and bill author, state Sen. Tom Torlakson of Antioch, only in the last few days?

The original bill language called for a coordinated use of the ferries as alternative transportation after a disaster such as an earthquake or terrorist attack. The reworked version, however, extends control far beyond emergencies, to how much ferry passengers are charged, and who oversees the system.

The original Senate Bill 976 made sense; the amended version invites skepticism that was not evident from some of those who represent Vallejo.

For one, state Sen. Pat Wiggins, who like Evans represents Vallejo, said she was willing to support the takeover measure despite possessing only a hazy understanding of its purpose. Wiggins said she apparently was assured by Perata that there would so-called cleanup legislation to address later concerns.

Such cleanup legislation indeed may be introduced, and it may indeed deodorize what this piece of rotten back room dealing is beginning to smell like. Wiggins, however, should have demanded more information and stronger reassurances before casting a vote for something she knew so little about and that could so vitally impact Vallejo.

Deeply troubling is that officials like the mayor and city manager learned of this legislative snowball long after it began its unstoppable descent.

As Mayor Tony Intintoli told Perata in a quick note Tuesday, "There are numerous issues that will need to be addressed to ensure that we do not jeopardize our existing ferry service, transit system and economic stability of our city."

Now that the deed apparently is done, the city and its representatives in Sacramento must ensure - if the governor signs this legislation - that the interests of Vallejo, and ferry commuters are protected.

And, they must ensure that protection in a very public method as wide open as San Pablo Bay, rather than one that sells Vallejo down the river.

Times-Herald editorials

The Times-Herald editorial board consists of Publisher Ron Rhea, Editor Ted Vollmer, Managing Editor Jack F.K. Bungart and City Editor Mary Leahy Enbom.



Sold down river?

Sneaky ferry grab must be stopped

Article Launched:09/14/2007 06:15:05 AM PDT

Wednesday's early morning sneak attack on the Vallejo Ferry system during the state Legislature's waning moments must not be ignored.

As in the case of any sneak attack, many questions remain.

And we're all waiting for answers.

Among those questions: Who was in on this 11th-hour move by Sen. Donald Perata to combine the Alameda and Vallejo ferry systems into one entity, placed under state control?

Why was this done so late in the session that the affected cities couldn't effectively react? Or, was that the point?

And when Assemblywoman Noreen Evans, who represents Vallejo, objected to this obvious railroad job, why were her Assembly colleagues unwilling to back her up?

And, if this consolidation of the two ferry systems is so critical to the region, why were the bill amendments not kept above board and subject to public hearings, scrutiny and feedback?

And ... and ... and...

An aide to Sen. Perata insists that the ferry move, now before the governor, is neither underhanded nor nefarious. "There is not an intention to seize assets here," Alicia Trost said. "We want to consolidate for disaster preparedness, to get all this under one umbrella."

We'll buy the consolidation purpose, but as one ferry rider asked, why the sudden rush? It's been 18 years since Loma Prieta, and six since 9/11. Was this a concept that suddenly dawned on Sen. Perata and the bill's author, state Sen. Tom Torlakson of Antioch, only in the last few days?

The bill's original language called for a coordinated use of the ferries as alternative transportation after a disaster, such as an earthquake or terrorist attack.

The reworked version, however, extends control far beyond emergencies, to how much ferry passengers are charged, and who oversees the system.

The original Senate Bill 976 made sense; the amended version invites skepticism that apparently was not evident to some of those who represent Vallejo. Sen. Pat Wiggins said she was willing to support the takeover measure despite possessing only a hazy understanding of its purpose because she was assured by Sen. Perata that there would so-called clean-up legislation to address later concerns.

Such clean-up legislation indeed may be introduced, and it may indeed deodorize what this piece of rotten backroom dealing is beginning to smell like.

Sen. Wiggins, however, should have demanded more information and stronger reassurances before casting a vote for something she knew so little about and that could so vitally affect Vallejo and Solano commuters.

Deeply troubling is that officials such as Vallejo's mayor and city manager learned of this legislative snowball long after it

began its unstoppable descent.

As Mayor Tony Intintoli told Sen. Perata in a quick note on Tuesday, "There are numerous issues that will need to be addressed to ensure that we do not jeopardize our existing ferry service, transit system and economic stability of our city."

If the governor signs this legislation - and he should not - Vallejo's representatives must ensure that the interests of the city and all of the county's ferry commuters are protected.

And they must ensure the protection in a public way that is as wide open as the San Pablo Bay.



Keep our ferry system

Article Launched:09/13/2007 08:32:22 AM PDT

Wake up, Vallejoans, mayor and city council! Don't let the state Legislature continue with its plan to take away our ferry system: Ships, terminal and parking lots. Our legislature's plan does not even guarantee Vallejo a seat on the newly proposed San Francisco Bay Water Transportation Authority.

Eight years ago, when I was Vallejo's mayor, some of the members of the Legislature tried to pull the same trick on Vallejo. A number of us, with the help of various county officials, protested at the Capitol, and our elected state officials listened to our cause and helped to defeat the ferry proposal.

Please, phone or write to our state representatives, Pat Wiggins and Noreen Evans. Also, help to send a delegation to protest at the Capitol. Don't let another nail be added to Vallejo's economic coffin.

Gloria Exline, Vallejo





DATE: September 18, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2007-08 Transportation Development Act (TDA)
Distribution for Solano County – Fund Estimate Update

Background:

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

In addition to using TDA funds for member agencies' local transit services and streets and roads, several agencies share in the cost of various transit services (e.g., Solano Paratransit, Route 30, Route 40, Route 80, etc.) that support more than one agency in the county through the use of a portion of their individual TDA funds.

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

At the June 2007 STA Board meeting, the final FY 2007-08 TDA Matrix was presented. The FY 2007-08 revenue estimate and carryover were based on MTC's February 2007 estimate that has been approved by the MTC Commission.

Discussion:

MTC's February fund estimate was used throughout the development of the TDA matrix. In late July and September, MTC approved revised TDA estimates based upon actual revenue and the results of the State budget. For Solano County, there was an overall decrease in TDA funds from the February estimate totaling \$350,923. There was a decrease in TDA funds for all jurisdictions except Fairfield (see Attachment A for the breakdown by

jurisdiction). Intercity and paratransit services claimed by others remained whole. Local services in Benicia, Dixon, and Vallejo were impacted the greatest as they claimed, or planned to claim, 100% of the February fund estimate and these jurisdictions use all their TDA for transit.

Recommendation:
Informational

Attachment:

- A. FY 2007-08 TDA Fund Estimate Summary

FY2007-08 MTC TDA Estimates for Solano

TDA Article 4/8

	Feb-07	Jul-07	Sep-07	Net Change (Feb-Sept)	TDA 100% Transit
Notes		(1)	(2)		
Benicia	\$ 1,124,507	\$ 1,061,988	\$ 1,061,988		Yes
Dixon	\$ 698,009	\$ 662,998	\$ 662,998		Yes
Fairfield	\$ 7,022,947	\$ 7,164,451	\$ 7,164,451	\$ 141,504	Yes
Rio Vista	\$ 712,385	\$ 706,041	\$ 706,041		No
Suisun City	\$ 1,228,213	\$ 1,175,657	\$ 1,175,657		No
Vacaville	\$ 4,264,254	\$ 4,205,464	\$ 4,205,464		No
Vallejo	\$ 4,811,472	\$ 4,568,587	\$ 4,568,587		Yes
Solano County	\$ 778,883	\$ 744,561	\$ 744,561		No
TOTAL	\$ 20,640,670	\$ 20,289,747	\$ 20,289,747		

Notes:

1. Updated based on actual revenues received
2. No change; "updated" in conjunction with STAF fund estimate updates based on State budget resolution

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DATE: September 17, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Route 30 Performance Update for Fiscal Year (FY) 2006-07

Background:

Fairfield-Suisun Transit (FST) operates Rt. 30 on behalf of the Solano Transportation Authority (STA). Route 30 is funded by Transportation Development Act (TDA) funds from Fairfield, Suisun City, Vacaville, Dixon, and the County of Solano. Over the years, the STA has secured a variety of other funds for this route. This includes Transportation Fund for Clean Air from the Bay Area Air Quality Management District, Clean Air Funds from the Yolo Solano Air Quality Management District, and State Transit Assistance Funds. Funding for Rt. 30 is determined by the Intercity Transit Funding Agreement.

Route 30 has been operating five roundtrips, Monday-Friday, to Sacramento since March 2003. This route is a commuter focused express bus route that connects several local jurisdictions, including Fairfield, Vacaville, and Dixon to Davis and Sacramento. The purpose of the extension to Sacramento was to improve the general performance and farebox recovery on the route as well as to address an Unmet Transit Needs issue. Since this service change was made to extend the service to Sacramento, ridership and performance have continued to increase and improve.

Discussion:

Route 30's performance has been steadily improving over the past few years. Ridership gains were quickly apparent after the implementation of the new service to Sacramento in the Spring of 2003. The farebox recovery has gradually improved. Prior to the route's restructuring, Route 30 ridership averaged about 50 passengers/day with a farebox recovery ratio of 12%. As presented, monthly ridership has steadily increased (see Attachment A). Daily ridership since the beginning of 2007 has averaged about 141 passengers/day.

In October 2006, Fairfield Suisun Transit increased their fares. With the combination of increased ridership, the farebox recovery for FY 2006-07 is estimated at 30% according to Fairfield-Suisun Transit and is projected to be 33% for next year. In October, staff will provide an annual update for Route 90 and Solano Paratransit.

Fiscal Impact:

None.

Recommendation:

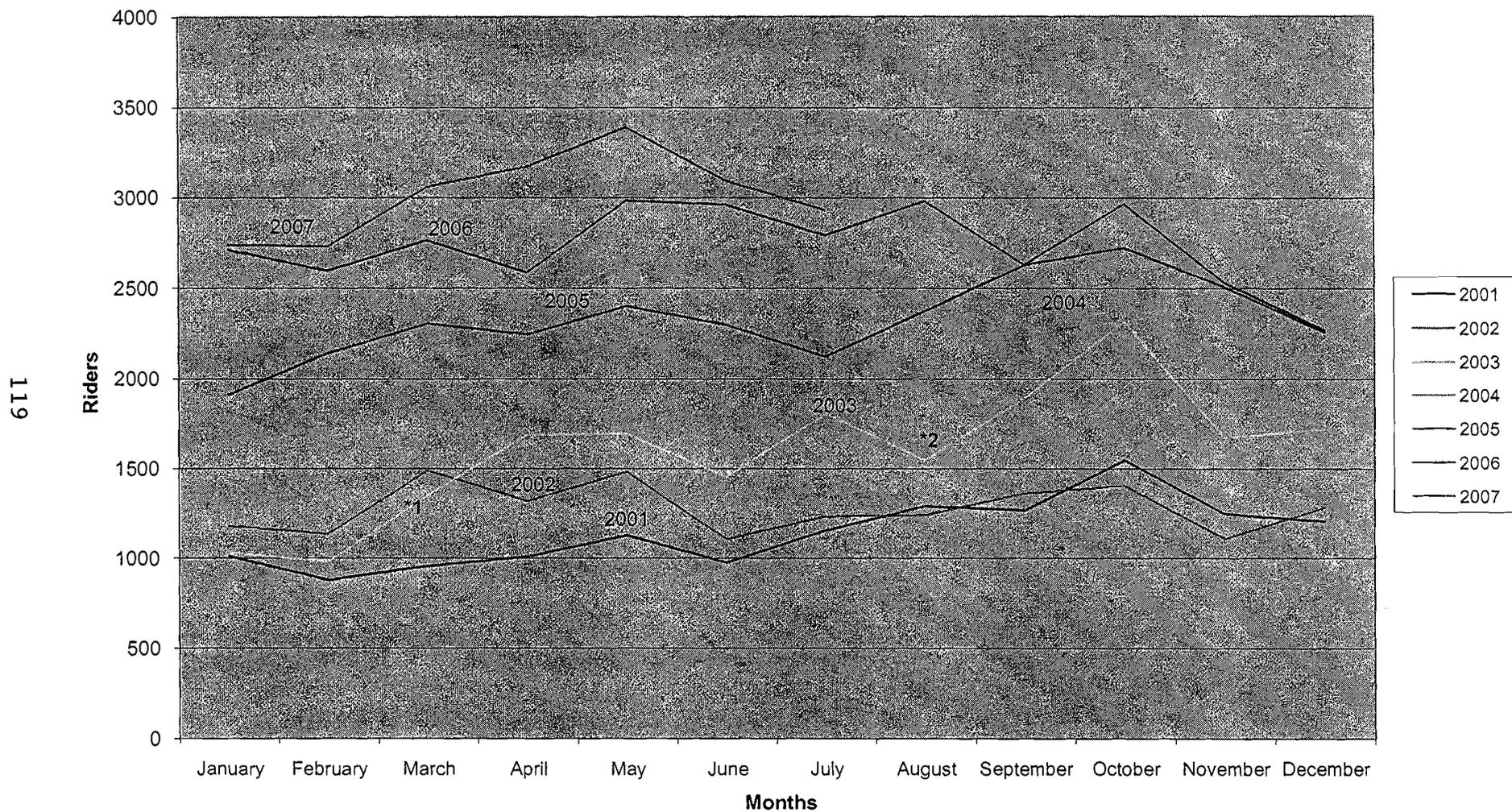
Informational.

Attachment:

- A. Multi-year Route 30 Monthly Ridership Graph

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Route 30 Ridership



*1 Rt. 30 extended to Sacramento

*2 Equipment change from local coaches to over-the-road coaches

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DATE: September 18, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: FY 2007-08 Solano Express Marketing and Outreach Program

Background:

In FY 2006-07, there was a substantial increase in funds allocated to all population-based STAF funds including the Solano category. The Solano County funds available for allocation increased from \$1,175,474 to \$3,112,418. The majority of this increase was “one-time” funds resulting from Prop 42, Prop. 42 repayment, and PTA spillover. As these are not projected to be long-term increases, these funds were allocated largely to one-time projects. One of these projects was marketing of intercity SolanoExpress routes. Of the FY 2006-07 STAF funds, \$250,000 was allocated. \$125,000 was spent funding transit incentives and a multi-faceted marketing campaign implemented in mid- 2006. The balance of the funds (\$125,000) was carried over into FY 2007-08.

Discussion:

Between July and October 2006, many intercity routes had changed and all experienced a fare increase. A marketing fall campaign was rolled out to existing intercity transit riders and to the general public. This 2006 Intercity Marketing Promotion was initiated as the Fall SolanoExpress Transit Marketing campaign. This campaign also introduced the new SolanoExpress identity which replaced the previous SolanoLinks. The campaign included a transit incentive for intercity bus services.

The FY 2006-07 SolanoExpress campaign was designed to provide a positive image of Solano Intercity Transit Services throughout the service and fare changes and to sustain ridership as well as introduce the services to new riders. The campaign was multi-faceted and was concentrated in the mid-September to mid-November 2006 timeframe to focus on some of the biggest and final changes occurring at the beginning of October. Exposure from several marketing strategies and materials continued beyond this timeframe.

A simple campaign message (Faster Ride, Better Service) and image was carried through multiple marketing strategies targeted at both existing riders and potential new riders. These included bus shelters, bus exteriors, interior bus cards, handbills, three freeway electronic billboards, radio ads, newspaper and other local print ads, and posters. The countywide call to action was directed to a new website (solanoexpress.com) and the existing STA Solano Napa Commuter Information (SNCI) phone number (800-53-KMUTE) to ensure consistent, high-quality customer service. An updated SolanoLinks (now SolanoExpress) brochure was printed in quantity along with accompanying wall maps. These brochures were distributed countywide for a variety of purposes including to over 100 display rack locations. A passenger comment card was developed and distributed to capture passenger feedback on intercity bus service. A more complete summary of the FY 2006-07 campaign and marketing strategies can be found in Attachments A and B.

For FY 2007-08, there remains \$125,000 for another SolanoExpress marketing campaign. The major change that is expected to occur this fiscal year is that Rt. 75 currently operated by Benicia Transit will be transferred to Vallejo Transit and operated as Rt. 70 as an express intercity route. This is expected to occur in early 2008 and a marketing campaign would accompany this major service change. In conjunction with focusing on that service change, promotion of intercity transit services countywide should occur. At minimum, the SolanoExpress brochure needs to be updated and reprinted and the accompanying wall maps and website. A transit incentive may be necessary to assist with the transition of the route from Benicia to Vallejo operations.

At this time, staff is requesting the Consortium's input on several questions and the marketing plan in general:

- 1) What were the strengths and weaknesses of the FY 2006-07 SolanoExpress campaign?
- 2) Besides, the Rt. 75/Rt. 70 change are there any other intercity routes expected to change in FY 2007-08?
- 3) Are there any specific routes of concern that would like to be prioritized and highlighted for promotion?
- 4) Does the Consortium concur that all the intercity routes in the Intercity Funding Agreement should be included in a countywide marketing promotion?
- 5) Does the Consortium concur or have comments with the Initial Concepts for the FY 2007-08 campaign as outline on Attachment B?
- 6) Other suggestions?

Recommendation:
Informational.

Attachments:

1. FY 2006-07 SolanoExpress Marketing Campaign Summary
2. FY 2006-07 SolanoExpress Marketing Strategies
3. FY 2007-08 SolanoExpress Marketing Campaign Initial Concepts



The majority of the funds were used to fund a transit incentive. To minimize the loss of core ridership, a monthly pass incentive program was introduced. If a passenger purchased an October intercity monthly pass, they would be able to receive a November monthly pass for free. These STAF funds were reserved, in part, to reimburse the transit operator for the November monthly pass revenue loss. This was offered by the four transit operators who operating intercity service. Two (Fairfield/Suisun Transit and Vallejo Transit) had hundreds of passengers take advantage of the program.

The SolanoExpress campaign had two primary target markets: existing transit riders and potential new intercity riders. The STA took the lead on creating a campaign image with the assistance of STA's marketing consultant – MIG. The campaign image was used on a variety of marketing strategies. The campaign was coordinated with local transit operators who donated space on vehicles and bus shelters. MIG designed, produced and installed marketing products for bus shelters, bus backs, bus sides, interior bus cards, and other items accordingly to the type of space and quantities that each transit operator had available for complimentary placement during the campaign period. In addition, MIG produced other materials for a broader reach: posters, print ads, and electronic billboards.

All of the above products were designed to offer a positive image of intercity transit and a general awareness that changes were occurring. The call to action was directing viewers to a central phone number and website. The phone number was the STA's existing Solano Napa Commuter Information 800# (800-53-KMUTE) and a newly developed website www.solanoexpress.com where all the intercity route schedules and fare change information was placed. MIG developed this website which for the first time centralized all Solano intercity transit service information. Links to local transit operator websites were included and a SolanoExpress button that could be used by transit operators on their website was also created. For existing bus riders, a handbill summarizing the changes was created for distribution on the buses.

Service and fare changes began July 1 (Benicia Breeze) and continued through October 1 (Fairfield/Suisun Transit). The most significant changes were occurred October 1. At that time, Rt. 91¹ was being eliminated and Rt. 90's² operation was being transferred from Vallejo Transit to Fairfield/Suisun Transit. At the same time a fare increase was being implemented and Rt. 90 Vallejo stops eliminated. The transit incentive was timed with this major change; passengers who purchased an October intercity monthly pass were eligible for a free November monthly pass.

Other major products and outreach were also produced and placed to inform riders and the public by mid-September. An updated "Transit Connections" brochure was produced in quantity along with wall maps. These were available to all transit operators, used by SNCI staff at events, and placed in over 100 transportation display racks throughout the county. The three electronic billboards located along I-80 in Solano County (Vacaville, Fairfield, Vallejo) began displaying messages mid-September and continued through early November; the image was modified during that time but remained consistent with the overall campaign message.

One additional product produced was a passenger comment card. Drivers were able to use this tool as another means to collect passenger comments: positive or negative. The cards were postage-paid return to STA.

¹ Vacaville-Fairfield-El Cerrito del Norte BART Station ~~express~~ service

² Suisun City-Fairfield-Vallejo-El Cerrito del Norte BART Station service

SolanoExpress Marketing Campaign
(Fall 2006)

Purposes:

- 1) A campaign to promote a positive image of SolanoExpress intercity transit routes.
- 2) To introduce the new SolanoExpress brand and the variety of intercity transit services to the general public.
- 3) To minimize ridership loss despite fare increases and service changes

Slogan
Call to Action

Faster Ride... Better Service
1-800-53-KMUTE (STA's SNCI program staff answer this number)
www.solanoexpress.com (STA management)

Strategies	Location	Duration	Start Date
Radio (KUIC)	Countywide	Four week ad campaign	15-Sep
Electronic Frwy Billboards			
	I-80/Vallejo Fairgrounds	Mid-Sept thru early Nov	18-Sep
	I-80/Fairfield Auto Mall	Mid-Sept thru early Nov	18-Sep
	I-80/Vacaville Auto Mall	Mid-Sept thru early Nov	18-Sep
Internet			
New SolanoExpress.com website (Info)	Internet	Indefinite	18-Sep
New website/rider alert option	Internet	Indefinite	18-Sep
SolanoExpress internet button (link)	STA and Transit Operator websites	Indefinite	18-Sep
Transit Media			
Bus Exteriors	Benicia (5)	One month	Week of 9/18
Bus Exteriors	Rio Vista (1)	One month	Week of 9/18
Bus Tails	Fairfield (9)	One month	Week of 9/25
Bus Shelters	Vacaville (4)	1-2 months	Week of 9/25
Interior bus cards	Fairfield/Suisun Transit (60) Vacaville City Coach (60)		
Posters (large and small)	Vallejo, Vacaville, Benicia, Rio Vista, Dixon, STA (480)	4-6 weeks	Week of 9/18
Transit Incentive	All Intercity bus routes countywide	Buy Oct monthly pass, receive Nov free *	Sept
New/Updated Products			
SolanoExpress Countywide Transit Map/Brochure (15,000)	Countywide	Sept '06- July '07 (est shelf life)	Last wk of Sept
SolanoExpress Summary of Changes handbill (10,000)	Countywide (primarily on buses)	n/a	Week of 9/18
Print Advertising/Public Relations			
Newspapers			
The Reporter	Vacaville/Dixon	One day	Wk of Sept 25
Daily Republic	Fairfield/Suisun City	One day	24-Sep
Vallejo Times-Herald	Vallejo/Benicia	One day	Wk of Sept 25
Press Release			
All local news media	Countywide	n/a	Last wk of Sept
Community Direct Mail Publications			
Grapevine	Vacaville	October	29-Sep
Round-Up	Dixon, Winters	October	29-Sep
Breeze	Fairfield, Suisun City, Travis AFB	October	29-Sep
Grapevine	Benicia	October	29-Sep

* Transit Incentive Implementation Details:
Vjo Trnst: Mail in receipt for Oct pass and receive Nov free
FST: Turn in October pass to receive November pass; Nov pass honored for last few days in October
Bn Breeze & RV Breeze: Turn in October pass to receive November pass at specified locations



**FY 2006-07
SolanoExpress Campaign
INITIAL CONCEPTS**

- Focused promotion of major intercity service change:
 - Benicia Transit Rt. 75 to Vallejo Transit Rt. 70
 - Promote Other Service Changes
- Promote system of SolanoExpress routes
- Sustain existing core intercity route ridership
- Attract new intercity riders
- Update campaign slogan
- Develop consistent campaign image and localize campaign elements
- Develop multi-faceted, countywide campaign.
- Develop elements of the campaign that sustain the campaign message over time.
- STA is the lead in coordinating the SolanoExpress campaign in partnership with local jurisdictions.

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DATE: September 17, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2006-07 Year-End Report

Background:

Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The STA Board approved the FY 2006-07 Work Program for the Solano Napa Commuter Information (SNCI) Program in September 2006 (Attachment A). The Work Program included nine major elements.

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

Discussion:

With the completion of the fiscal year, STA staff has prepared a FY 2006-07 Annual Report of the SNCI Program (Attachment B).

The SNCI Program has had an active and productive year. Following are the highlights of accomplishments from selected program elements.

1. Customer Service

SNCI staff assisted over 3,200 individuals who called in requesting rideshare, transit, and other information. Over 775 carpool/vanpool matchlists were processed; 403 were for newly interested commuters and 287 were updates.

Thousands of materials were distributed in response to phone calls, through numerous displays, at events, and through other means. Over 31,000 pieces of public transit schedules were distributed along with 7,837 SNCI Commuter Guides, 7,048 BikeLink maps and 9,015 SolanoExpress brochures

2. **Employer Program**

Employers throughout Solano and Napa Counties have received a range of employer services. All employers were mailed a holiday greeting in December, which highlighted SNCI's services encouraging them to contact SNCI in the New Year. Presentations detailing the benefits of alternative commute programs have been made to 19 employers, 15 employer events have been staffed, and density maps have been created for 2 employers.

SNCI provides employers commute alternative information. These employers act as key channels to reach local employees. During the spring of 2007, staff developed a more aggressive employer outreach strategy (The Solano Commute Challenge) that incorporated strengthening partnerships with business organizations such as Chambers of Commerce and others. The overall goal for this campaign is to increase and sustain Solano County employees' use of alternative transportation. Prize awards and raffle opportunities will be provided to participants who meet the goal. Information about the Solano Commute Challenge was posted on the STA's website along with a registration form where targeted employers can indicate their interest in participating in the Challenge. Solano Commute Challenge campaign materials were mailed to targeted employers at the end of June.

3. **Vanpool Program**

The SNCI vanpool program continues to provide quality customer service and support to new and existing vanpools. Ten new vanpools traveling through, to, or from Napa and Solano counties were formed by staff last year. Staff also performed 446 vanpool assists, which include processing Motor Vehicle Reports per Department of Motor Vehicle requirements, issuing Sworn Statement Cards, processing driver medical reimbursements, distributing van signs and/or bridge scrip, researching information for vanpools, and other assistance as needed. Customizations were made to the vanpool module of the Regional Rideshare Ridematch database. These modifications will help better serve the existing vanpools and make regular contact with vanpool coordinators and drivers more systematic.

4. **Incentives**

SNCI offers three ongoing commuter incentives: Vanpool Back-up Driver Incentive, Vanpool Formation Incentive, and a Bicycle Incentive. Eleven new vanpools received a start-up incentive and 27 individuals received the back-up drive incentive during the past year for a total of \$6,100 distributed. Both vanpool incentives are ongoing and continue to support new and existing vanpools. Eight (8) individuals applied for the Bicycle Incentive, 7 received the incentive.

5. **Emergency Ride Home**
The Solano County Emergency Ride Home (ERH) Program, implemented in early 2006, has 37 employers registered. There were 8 new employer additions in FY2006-07. During the year there were 5 requests to use the Solano County ERH program. The Napa County ERH Program was launched in late spring 2007. By July 1, 2007, 5 employers had joined.
6. **SNCI Awareness Campaign**
For the first time in many years, there was no Fall Employer Marketing Campaign. Instead, SNCI participated in the Solano Express Marketing Campaign, fulfilling the customer service support role.
7. **California Bike to Work Campaign**
California Bike to Work Week, May 14-18, 2007, was designed to encourage drive-alone commuters to try bicycling to work. Over 1,100 individuals from Solano and Napa counties participated this year. The campaign included employer and general public outreach; newspaper and radio advertising; locally donated prizes; 12 strategically placed energizer stations; and two “contests” with winners from each county - the Bike Commuter of the Year and the Team Bike Challenge.
8. **General Marketing**
Staff maintained 118 display racks throughout Solano and Napa Counties with SNCI literature and regional transit information – this included 9 new display racks added in the first half of FY 2006-07. A total of 54 events were staffed throughout Napa and Solano Counties: 15 employer events and 39 community events. SNCI also promoted services through various local printed publications.
9. **Partnerships**
Staff has been an active participant in Solano’s Children’s Network Constructing Connections committee and the Napa Clean Air Coalition including providing technical assistance with the group’s development of a car-free tourism website. The Lifeline funding program has helped advance projects identified through Community Based Transportation Plans and Welfare to Work.

Recommendation:

Informational.

Attachments:

- A. SNCI Work Program FY 2007-08
- B. FY 2006-07 Annual Report

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**Solano Napa Commuter Information (SNCI)
Work Program
FY 2006-07**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511, 511.org and others.
2. **Employer Program**: Outreach and be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa Valley EDC, chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support of over 100 vanpools while assisting with the support of several dozen more.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of vanpool, bicycle, transit, and employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County employers. The emergency ride home incentive will be launched and marketed this year to employers in Napa County.
6. **SNCI Awareness Campaign**: Develop and implement a campaign to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties.
7. **California Bike to Work Campaign**: Take the lead in coordinating the 2007 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally.
8. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.
9. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting with the implementation of Welfare to Work transportation projects in partnership with the Counties of Solano and Napa; assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans; Children's Network and other entities.

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**SOLANO | NAPA
COMMUTER INFO**

**Annual Report
FY 2006-2007**



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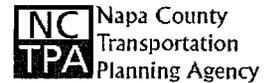
Overview

About SNCI

The Solano Transportation Authority's (STA) Solano Napa Commuter Information (SNCI) is a public agency program offering free information and services for using alternative transportation in Solano and Napa counties and surrounding regions.

The SNCI program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Yolo Solano Air Quality Management District (YSAQMD) for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

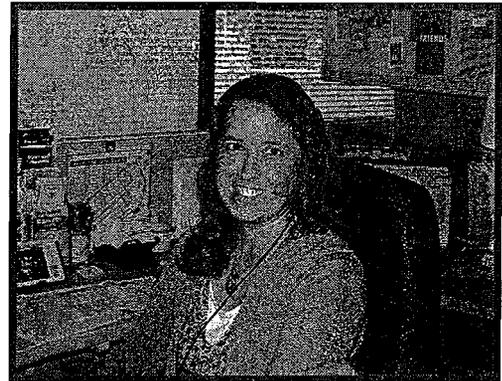
The STA Board approved the FY 2006-07 Work Program for the Solano Napa Commuter Information (SNCI) Program in September 2006. The Work Program included nine major elements: Customer Service, Employer Program, Vanpool Program, Incentives, Emergency Ride Home, SNCI Awareness Campaign, California Bike to Work Campaign, General Marketing, and Partnerships.



General Public Services and Outreach

Customer Service

SNCI provides a high level of customer service via telephone, internet, and community events. During FY 2006-07, staff responded to over 3,200 information calls; providing ridematching services, local and regional transit trip planning, Baylink Ferry and Capitol Corridor schedules, and more. Approximately 400 new matchlists and 300 updated matchlists were processed.



SNCI also provides a variety of public transit schedules on behalf of local and regional transit agencies. Approximately 55,000 pieces of public transit and other commuter information were distributed in FY 2006-07:

- 31,000 public transit
- 7,837 SNCI Commuter Guides
- 9,015 SolanoLinks Transit Connections brochures
- 7,048 Solano-Yolo BikeLinks maps

The SNCI phone system is integrated with the Bay Area's regional 511 travel information system. Because of a high level of recognition and awareness of SNCI's longstanding 800-53-KMUTE phone number in Solano and Napa counties, it is maintained as well.

The SNCI program website is a comprehensive tool that allows individuals to access information and request ridematching or transit information twenty-four hours a day. The website is updated with regional campaign information, commuter incentive information, and links to other programs of interest.

Events

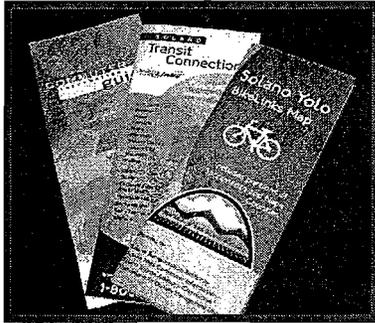
SNCI has staffed 54 events in Solano and Napa Counties, providing in-person ridematching and transit-trip planning services. These events include:

- Farmer's markets in Benicia, Fairfield, Napa, Rio Vista, St. Helena, Vacaville, and Vallejo
- Health Fairs
- Benefits Fairs
- Employer Events
- Earth Day Events
- Community Events

Did You Know?

Over 9,000 pieces of rideshare and public transit literature were distributed at local community events.





Display Racks

In the past year, SNCI continued to provide, supply, and maintain 118 display racks with current ridesharing and transit information at locations throughout Solano and Napa Counties: city halls, community centers, libraries, social service agencies, chambers of commerce, and large employers. This is an increase of 9 new display racks during the past year.

Marketing

SNCI regularly places advertisements in local newspapers and on local radio stations as part of regional rideshare campaigns and throughout the year to increase general program awareness. Other advertising avenues are also used, such as Chamber of Commerce "Hot Sheets," countywide relocation guides, and city specific visitor's guides.



We can help you get around town, to Sacramento, Napa, the Bay Area, and beyond!!

Get around the easy way!

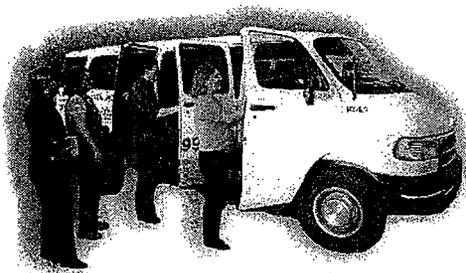
Ferry ~ Train ~ BART ~ Bus

800-53-KMUTE

SOLANO | NAPA
COMMUTER INC.

STA
SOLANO TRANSIT AUTHORITY

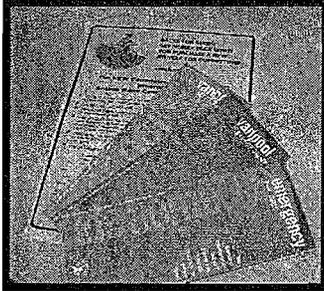
Vanpool Program



Vanpool formation and maintenance are the cornerstones of the vanpool program. SNCI works with individuals and employers to illustrate the significant benefits of vanpooling and encourage vanpool formation. During FY 2006-07, SNCI formed a total of 10 new vanpools. The majority of these newly formed vanpools originate in Solano and travel to other Bay Area counties. Several travel to/from the Sacramento region.

Vanpool maintenance and assistance are also integral to keeping vanpools on the road. Staff performed 446 vanpool assists. Vanpool assists include processing Motor Vehicle Reports (MVR), issuing Sworn Statement Cards, processing medical reimbursements, distributing van signs and/or bridge scrip, researching information for vanpools, and other assistance as needed.

Incentive Programs



Solano Napa Commuter Information staff administers three ongoing incentive programs designed to encourage drive alone commuters to use alternative modes of transportation. Two vanpool incentives are provided to vanpools traveling to, from, or through Solano County. One bicycle incentive is provided to individuals living or working in Solano County.

Vanpool Start-Up Incentive

The *vanpool start-up incentive* is designed to encourage the formation of vanpools and help get them on the road. Vanpool drivers/coordinators are offered incentives in the form of gas cards during the first four months, when their vanpool is at least 70% full and they are actively recruiting new passengers. Vans can receive \$100 worth of gas cards per empty seat during the first eligible month, \$75 during the second month, \$50 during the third month, and \$25 during the fourth and final month of the incentive program. During the fiscal year, 10 vans received the vanpool start-up incentive.

Vanpool Back-Up Driver Incentive

The *vanpool back-up driver incentive* is designed to keep active vans on the road by encouraging passengers to become back-up drivers to avoid driver burn out. Back-up drivers are vital to vanpool longevity. Back-up drivers are offered \$100 in gas cards over two months after demonstrating that they have driven at least 5 times each month. During the fiscal year, 27 commuters received the back-up driver incentive.



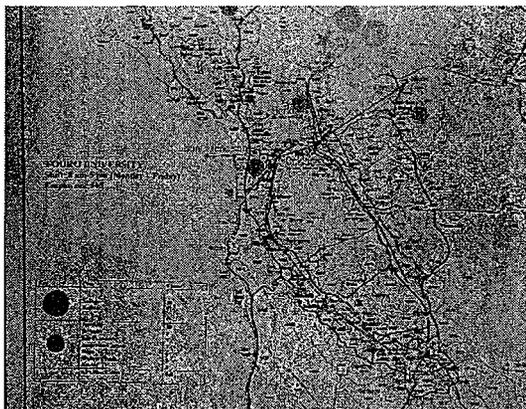
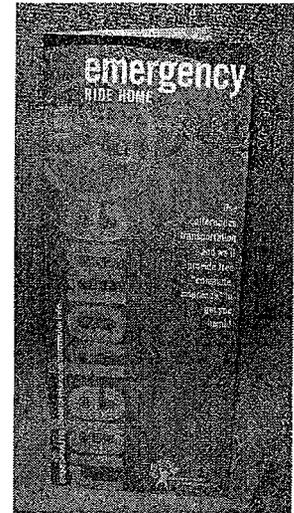
Bicycle Incentive

Solano County residents and employees are offered an incentive to cover 60% of the cost of a new bicycle, up to \$100 for commuting to work. This program is designed to encourage commuters who work within biking distance of home to bicycle as an alternative commute mode. Seven individuals received the bicycle incentive.

Emergency Ride Home

The Emergency Ride Home (ERH) Program for Solano County has been in operation since January 2006, while the Napa County ERH Program was implemented in May 2007. The objective of these programs is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants in cases of emergency. By alleviating workers' concerns about their ability to return home in the event of unexpected circumstances, the ERH program can help maximize the use of alternative transportation in Solano and Napa Counties.

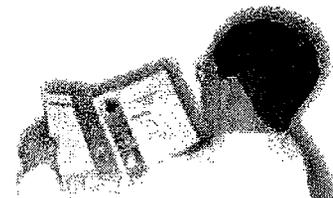
Thirty-seven employers in Solano County have registered for the ERH Program, representing 11,000 employees that are eligible to sign up. During the year there were 5 requests to use the ERH program. Some of the larger registered employers include Travis Air Force Base, Kaiser Permanente Medical Center, Genentech, the City of Fairfield, and Jelly Belly. Eleven employers with 1-50 employees have also registered, demonstrating how ERH provides great value to smaller employers.



Employer Programs

SNCI works with employers in Solano and Napa counties to help them improve their employees commute and reduce the number of drive alone commute trips. A database of over 500 employers in the two counties is maintained and kept current. This database is used to promote SNCI services and programs through periodic mailings and emails.

SNCI staff attends events at employer sites such as benefits fairs and Earth Day celebrations. Nineteen employer consultations and presentations were made in a one-on-one or small group setting with human resource managers or other staff to demonstrate how Solano Napa Commuter Information can help them provide easier ways to commute for employees.



Working with Chambers of Commerce and other business-oriented organizations allow staff to network and communicate directly with employers. During the year, staff has networked at a number of Chamber of Commerce activities, workshops, and committees in addition to staffing booths at Business Expos.



During Spring of 2007, staff developed a more aggressive employer outreach strategy (The Solano Commute Challenge) that incorporated strengthening partnerships with business organizations such as Chambers of Commerce and others. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. A program of rewards and incentives for employer coordinators and

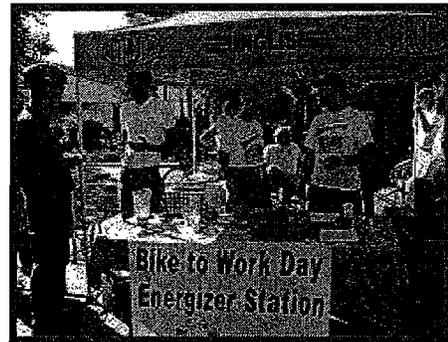
participating employees was incorporated. Information about the Solano Commute Challenge was posted on the STA's website along with a registration form where targeted employers can indicate their interest in participating in the Challenge. Solano Commute Challenge campaign materials were mailed to targeted employers at the end of June. The campaign is scheduled for July 1 – October 31, 2007.

SNCI staff attends BAAQMD Resource Team meetings in both Solano and Napa counties. Both of these teams are made up of stakeholders in regional air quality issues and work on projects specific to their county.

Rideshare Campaigns

California Bike to Work Week

Bike to Work Week is held each year in May and is coordinated in Solano and Napa counties by SNCI staff. This statewide event is designed to persuade drive alone commuters to try bicycling to work, at least one day a week. To assist and motivate bicycle commuters, energizer stations are set up throughout the Bay Area and provide cyclists with refreshments, Bike to Work giveaways, and registration forms. SNCI supported a total of 12 energizer stations throughout the two counties.



A Bike to Work Week campaign packet was distributed to over 300 employers in the two counties to encourage employee participation. Local print and radio advertising was used to promote the campaign as well.

An estimated 1,100 Solano and Napa County residents participated in Bike to Work Week by submitting a registration form, visiting an energizer station, or biking to school.

Scott Morrison of Solano County and Joel King of Napa County received the 2007 Bike Commuter of the Year award. The county winners of the Team Bike Challenge were the Solano Cyclo Slugs (Solano County) and the Redwood Retreads (Napa County).

Strong community support for Bike to Work Week resulted in a successful campaign. Prizes were donated by local bike shops and businesses, advocates and community members helped organize and staff energizer stations, and teachers and principals promoted Bike to School to local schoolchildren.

SNCI Program Staff

Director of Transit and Rideshare Services	Elizabeth Richards
Program Manager/Analyst	Judy Leaks
Commute Consultant	Yolanda Dillinger
Commute Consultant	Sorel Klein
Administrative Assistant	Sharon Doray



DATE: September 19, 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 will be distributed to all Solano and Napa operators the week of September 17th. 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." Currently 26 employers in Solano County have committed to the Challenge. There has been a significant increase in employees in the past month. To date, over 267 employees have accepted the Challenge and are tracking their daily commute choices.

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.

Recommendation:

Informational.

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DATE: September 18, 2007
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Sam Shelton, Assistant Project Manager
 RE: Project Delivery Update

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) on changes to state and federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

Discussion:

There are 4 project delivery reminders for the TAC:

1. Follow up on MTC Federal Obligation Plan Federal Fiscal Year (FFY) 2007-08 for Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds:

The following two projects were the last projects to obligate funding in FY 2007-08:

Projects in MTC's FY 2006-07 Federal Obligation Plan			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL010021	Benicia - West "K" Street Rehabilitation	Revised E-76 request and award package sent to Caltrans HQ August 15, 2007. Obligation of additional \$75,000 reprogrammed from SOL050014 Columbus Parkway project is unknown.
Fairfield	SOL010023	Hilborn Road Rehabilitation	\$23,407 not obligated as part of project. Funding will be deobligated.

The following are projects that will be included in the FY 2007-08 Federal Obligation Plan since they are the current projects in the TIP:

Potential projects for the FY 2007-08 Federal Obligation Plan			
Agency	TIP ID	Project	Status/Deadlines
Rio Vista	SOL050052	Rio Vista – 2 nd St. Rehabilitation	Possible reprogramming of funds.
Vacaville	SOL050059	Nob Hill Bike Path	
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	Additional \$672,000 in FY 2008-09 could be advanced.

The following are STA funding program projects that will be amended into the TIP for either FY 2007-08 funds or FY 2008-09 funds:

Federally Funded projects* with funds from STA Funding Programs in FY 2007-08 and FY 2008-09 to be amended into the TIP				
Agency	Project	STA Funding Program	2007-09 Total Federal Funds	Planned E-76 Request Date
Benicia	State Park Road Overcrossing	Bike/Ped	\$671,000	Required by March 2009
Benicia	State Park Road Overcrossing	TLC Capital	\$960,000	Required by March 2009
Fairfield	McGary Road Regional Bike Path	Bike/Ped	\$640,000	Required by March 2009
Fairfield	West Texas Street Gateway Project	Bike/Ped	\$85,000	February 2008
Solano County	Old Town Cordelia Improvement Project	TLC Capital	\$500,000	Required by March 2009
Solano County	Vacaville-Dixon Bikeway Phase II	Bike/Ped	\$343,000	January 2008
Solano County	Vacaville-Dixon Bikeway Phase III	Bike/Ped	\$337,000	Required by March 2009
Vacaville	Nob Hill Bike Path	Bike/Ped	\$300,000	March 2008
Vacaville	Ulatis Creek Bike Path (Allison to I-80)	Bike/Ped	\$169,000	Required by March 2009
Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	Bike/Ped	\$37,098	March 2007

*Included TE funded projects are considered federal, but are programmed by the California Transportation Commission (CTC) as part of the State Transportation Improvement Program (STIP) process, not the MTC TIP process. Solano Bicycle Pedestrian Projects use a combination of TDA Article 3 funding and federal funding. TDA-Article 3 funding is not listed.

Projects that are programmed in FY 2008-09 have the opportunity to advance their projects into FY 2007-08 using “expedited project selection” through Caltrans Local Assistance. Projects that are advanced in this fashion will be held to FY 2008-09 project delivery deadlines and given the flexibility to request obligation sooner using FY 2007-08 obligation authority. This will be done on a case-by-case basis between Caltrans local assistance and MTC.

All of these projects will require resolutions of local support from project sponsor governing bodies (see attachment A). **Please send these to the STA for new projects by October 24th.** You can obtain an electronic copy of this resolution on MTC’s website here:

<http://www.mtc.ca.gov/funding/STPCMAQ/#VII>

2. Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months.

June 2007 Inactive Projects (and projects carried over from March 2007 period)			
<ul style="list-style-type: none"> • Submit an invoice by August 9, 2007 • Submit a justification form or deobligation request by August 29, 2007. 			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771.00	In final voucher process
Vacaville	Alamo Creek, N. Side Fr. Alamo To Marshall Rd , Ped/Bike Path	\$111,515.30	Invoice sent in August.
Projects that will become inactive by September 2007			
Vacaville	Nut Tree Rd from Ulatris Dr to Orange Dr, AC Overlay	\$645,000	Invoice sent early August.
Projects that will become inactive by December 2007			
Solano County	Cook Lane At Baker Slough Bridge Replacement (BRLO 923145)	\$0	Need to follow up with local assistance.
Solano County	Pleasants Valley Rd; Cherry Glen To Foothill, Road Rehabilitation (STPL 923527)	\$0	Need to follow up with local assistance.
Solano County	Abernathy Rd From Fairfield's Linear Park North, Bike Path (CML 923526)	\$0	Need to follow up with local assistance.

3. Update on FTA Transfer of Funds:

At MTC's last Project Delivery Working Group, Craig Goldblatt, MTC, described the latest changes to how FHWA to FTA funds transfers work (see Attachment B). Currently, to obligate FHWA funding for a transit project, a project sponsor could meet the obligation deadline (May 31 of that fiscal year) by transferring the funding to FTA. This is done by applying the transfer to a separate FTA grant. When the transfer was accepted, the project is considered obligated and the FHWA deadline was met.

However, the FHWA obligation authority must still be used during that federal fiscal year, to meet FHWA deadlines (Sept 30 of that year). FTA transferred funding may be considered obligated, but project sponsors will still need to execute the FTA grant before September 30 of that federal fiscal year to keep the grant funds. For additional information about these funding transfer deadlines, please contact either Craig Goldblatt or Elizabeth Richards.

4. STA Project Delivery Working Group, September 25, 2007:

The Solano PDWG agenda for September 25th will be emailed out to PDWG and TAC members by September 20th for their review.

Recommendation:

Informational.

Attachments:

- A. Boilerplate Resolution of Local Support, MTC
- B. MTC report on FTA transfer requirements, 9-17-07

**Resolution of Local Support
SAFETEA STP/CMAQ Funding**

Resolution No.

Authorizing the filing of an application for federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funding and committing the necessary non-federal match and stating the assurance to complete the project

WHEREAS, (INSERT APPLICANT NAME HERE) (herein referred as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for (INSERT STP/CMAQ FUNDING \$ AMOUNT HERE) in funding from the federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) program for the (INSERT PROJECT TITLE(S) HERE) (herein referred as PROJECT) for the MTC (INSERT THE MTC FUNDING PROGRAM TITLE(S) HERE AND THE MTC PROGRAM RESOLUTION NUMBER(S) HERE)) (herein referred as PROGRAM); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Surface Transportation Program (23 U.S.C. § 133) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, pursuant to SAFETEA, and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal Surface Transportation Program and/or Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds for a project shall submit an application first with the appropriate Metropolitan Planning Organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of STP/CMAQ funds; and

WHEREAS, APPLICANT is an eligible project sponsor for STP/CMAQ funds; and

WHEREAS, as part of the application for STP/CMAQ funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- 1) the commitment of necessary local matching funds of at least 11.47%; and
- 2) that the sponsor understands that the STP/CMAQ funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional STP/CMAQ funds; and
- 3) that the project will comply with the procedures specified in Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- 4) the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's TIP; and
- 5) that the project will comply with all the project-specific requirements as set forth in

(INSERT THE APPLICABLE MTC FUNDING PROGRAM).

NOW, THEREFORE, BE IT RESOLVED that (APPLICANT) is authorized to execute and file an application for funding under the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) of SAFETEA for (PROJECT); and be it further

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide (\$ minimum match amount) in non-federal matching funds; and
2. APPLICANT understands that the STP/CMAQ funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional STP/CMAQ funding; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised); and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP; and
5. APPLICANT and the PROJECT will comply with the requirements as set forth in (INSERT APPLICABLE MTC FUNDING PROGRAM); and therefore be it further

RESOLVED that APPLICANT is an eligible sponsor of STP/CMAQ funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for STP/CMAQ funds for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for STP/CMAQ funding for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's TIP.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Programming and Delivery Working Group

DATE: September 17, 2007

FR: Craig Goldblatt

RE: Federal Fund Transfers (Flex)

The Federal Highway Administration (FHWA) has recently clarified the procedure for transferring (or “flexing”) FHWA funds to the Federal Transit Administration. The attached memorandum explains the transfer process, as well as the forms necessary to process the transfer. This follows up the item brought to the April Programming and Delivery Working Group meeting on the same topic.

Attachments

A – Memorandum from FHWA regarding Transferring FHWA Funds to Other Agencies, dated July 19, 2007

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Memorandum

Subject: **INFORMATION:** Fund Transfers to Other Agencies
and Among Title 23 Programs

Date: July 19, 2007

From: A. Thomas Park
Chief Financial Officer

Reply to
Attn. of: HCFM-1

To: Associate Administrators
Chief Counsel
Directors of Field Services
Federal Lands Highway Division Engineers
Resource Center Director
Division Administrators

The provisions contained in sections 1108, 1119(b), 1935 and 1936 of Public Law 109-59, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expanded the transferability of funds to other agencies and among programs. This memorandum consolidates processes and procedures for the following types of transfers:

- (1) between the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA);
- (2) from a State to FHWA or to another State;
- (3) between programs;
- (4) to other Federal agencies; and
- (5) between designated projects.

To minimize the risk of Federal funds being designated as inactive, transfers should only be made when the funds are ready to be obligated by the receiving agency. As a general rule, obligation authority shall be transferred in the same manner and amount as the funds for projects that are transferred, in accordance with title 23 United States Code (U.S.C.) 104 (k)(4), as amended by section 1108 of SAFETEA-LU. An exception to this treatment occurs when a State chooses to pay the Federal share directly to another Federal agency and claim reimbursement from FHWA. (See "Transfers From a State to a Federal Agency Other Than FHWA or FTA" below.) An approved transfer of funds does not relieve the State's requirement to provide the non-Federal share for the costs of a project.

To facilitate the timely processing of all transfers, the State should use the attached FHWA transfer request form (Attachment 1) to identify appropriate information about fund type and amount, the entity receiving funds, necessary project detail, and other applicable certifications and requirements. Each

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section below outlines the specific requirements for different types of transfer requests. The Division Office should review, concur, and submit the scanned transfer request by e-mail to the Office of Budget to ensure timely processing, appropriate coordination among Headquarters program offices, and subsequent Division Office notification when all actions have been completed.

(1) TRANSFERS BETWEEN FHWA AND FTA.

As amended by section 1108 of SAFETEA-LU, 23 U.S.C. 104(k)(1) provides that title 23 funds made available for transit projects or for transportation planning may be transferred to FTA and administered under the provisions of chapter 53 of title 49, United States Code. Similarly, 23 U.S.C. 104(k)(2) provides that chapter 53, title 49 funds made available for highway projects or transportation planning may be transferred to and administered by FHWA. Comparable, but not identical, transfer provisions enacted with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 are included in 49 U.S.C. 5334(h):

“(h) Transfer of Amounts and Non-Government Share.--(1) Amounts made available for a mass transportation project under title 23 shall be transferred to and administered by the Secretary of Transportation under this chapter. Amounts made available for a highway project under this chapter shall be transferred to and administered by the Secretary under title 23.”

The transfer between FHWA and FTA is optional under the provisions of 23 U.S.C. 104 but is required under 49 U.S.C. 5334(h). The later enacted legislative provisions in 23 U.S.C. 104 govern transfers of title 23 funds.

Attachment 2 identifies (a) title 23 funds with transit eligibility that may be transferred to FTA, (b) FHWA funds with no transit eligibility that may be transferred to other title 23 programs with such eligibility, and (c) title 49 funds that have highway eligibility. Any unobligated title 23 funds transferred to FTA that are later transferred back to the FHWA will be reviewed on a case-by-case basis to determine the remaining period of funding availability.

(2) FROM A STATE TO FHWA OR FROM A STATE TO ANOTHER STATE.

As amended by section 1108 of SAFETEA-LU, 23 U.S.C. 104(k)(3) provides that a State may transfer funds apportioned or allocated under title 23, to another State or to the FHWA, with their concurrence, to finance a project eligible for assistance with those funds. In addition to facilitating transfers of funds for pool-funded planning or research studies, this provision permits transfers between States and to FHWA for other purposes. Pool-funded transfers will continue to be coordinated with the Office of Financial Services.

Funds apportioned or allocated to a State for the Surface Transportation Program (STP) and attributed to an urbanized area of a State with a population of over 200,000 individuals under 23 U.S.C. 133(d)(3), may be transferred to FHWA only if the metropolitan planning organization designated for the area concurs, in writing, with the transfer request form.

For a transfer under 23 U.S.C. 104(k)(3), the State should submit a completed FHWA transfer request form to the FHWA Division Office for review and concurrence. If the project being undertaken meets the requirements of title 23, the request will be forwarded to the Office of Budget for coordination of action.

For transfers to either FHWA, or to another State, the Office of Budget will coordinate with the FMIS Team to reduce the unobligated balance(s) of the applicable program funds of the State requesting the transfer. The FMIS Team will withdraw an equivalent amount of obligation authority from that State in FMIS.

If the transfer is from a State to FHWA, the Division Office will follow the “lock box” process for transmittal of any State funds submitted to the FHWA for the payment of the non-Federal share. If the transfer is to another State, the Office of Budget will coordinate with the FMIS Team to withdraw the obligation authority from FMIS and allocate the funds and obligation authority to the other State. The affected Division Office(s) will be notified when the transaction is completed.

After completion of the project, the receiving FHWA Division or Headquarters program office will coordinate with the Office of Budget to facilitate the return of any remaining contract authority and obligation authority to the State that transferred the funds following final payment. Any funds that are released shall be credited back to the same category of funds from which the funds were transferred. The Office of Budget will coordinate the return of any obligation authority with the affected Division Office to mitigate the risk of lapsing of the obligation authority.

For non-traditional projects for which the State DOT does not have the expertise to administer, and is either unable or unwilling to remain accountable by making a sub-grant to a sub-recipient; and an appropriate Federal agency does not have the necessary contracting authority with which to directly undertake the project, the State DOT may request a transfer to FHWA under the authority of 23 U.S.C. 104(k)(3). If the Division Office chooses not to administer the project, it will work with an appropriate Federal agency to provide oversight of the grant funding and project and provide the grant assistance to an entity eligible for assistance under the law. The FHWA Division Office will negotiate with the grantor Federal agency to ensure that applicable Federal requirements are carried out, and memorialize the framework under which the project or activity will be carried out. Generally, a transfer allocation will be established with the Federal agency receiving the funds and overseeing the grant activity (please contact the Office of Budget for details to effect such an allocation). For those Federal agencies unable to accept transfer allocations, but willing to administer grant funds on behalf of FHWA, the FHWA will enter into an inter/intra-agency agreement under the provisions of the Economy Act (please contact the Office of Acquisition Management for details).

(3) TRANSFERS BETWEEN TITLE 23 PROGRAMS.

As amended by section 1401(a)(3)(B) of SAFETEA-LU, 23 U.S.C. 126, Uniform Transferability of Federal-aid Highway Funds, provides for the transfers between the following programs:

- National Highway System
- Congestion Mitigation and Air Quality Improvement
- Surface Transportation Program
- Interstate Maintenance
- Highway Safety Improvement Program
- Highway Bridge Program
- Recreational Trails

Additionally, 23 U.S.C. 104(g), outlines a State’s options for transferring apportioned Highway Bridge Program or Rail-Highway Crossing funds. There are several provisions that permit transfers above 50 percent or that limit transfers to less than 50 percent. Attachment 2 includes transfer provisions for specific programs.

To request a transfer under either 23 U.S.C. 104(g) or 23 U.S.C. 126, the State should submit a completed FHWA transfer request form to the FHWA Division Office indicating the type and amount of funds to be transferred. The Division Office must determine if the requested transfer is within the allowable limits as described in attached provisions, indicate concurrence with the State’s request, and submit the request to the Office of Budget for coordination of action. The FMIS Team will process transfers in FMIS.

(4) TRANSFERS FROM A STATE TO A FEDERAL AGENCY OTHER THAN FHWA OR FTA.

Section 132 of title 23, "Payments on Federal-aid projects undertaken by a Federal agency," as amended by section 1119 of SAFETEA-LU, provides that when a proposed Federal-aid project is undertaken by a Federal agency in accordance with an agreement between a State and the Federal agency, the State may direct the Secretary to transfer the funds for the Federal share of the project directly to the Federal agency.

Instead of a direct transfer, the State has the option to pay the Federal share directly to the Federal agency and then claim reimbursement from FHWA. For projects where the State has exercised the option to pay the Federal share directly to the Federal agency and then claim reimbursement from FHWA, any available funds remaining in excess of the Federal share as provided in the final voucher submitted by the State shall be recovered from the Federal agency, reimbursed to the State and credited to the same category of funds from which the Federal payment was made. Implementing Guidance was issued by the Office of Program Administration for High Priority Projects and Transportation Improvements (<http://www.fhwa.dot.gov/specialfunding/congdesign.cfm>) for the transfer of funds made available under SAFETEA-LU.

To request a transfer under 23 U.S.C. 132, the State should prepare and submit a completed FHWA transfer request form to the FHWA Division Office. The request should indicate: the project(s) to be financed with the transferred funds, the type and amount of funds to be transferred, the name of the Federal agency (including a point of contact) receiving the funds, and that the Federal agency has agreed to undertake the project(s). Upon receipt of the FHWA transfer request form, the Division Office must: determine that the project(s) being undertaken meets the requirements of title 23; concur in the State's request; and submit the request to the Office of Budget for coordination of action.

The State should also certify that an agreement is in place between the State and the Federal agency, accepting the transfer, ensuring that title 23 and other applicable Federal requirements will be met. The agreement must indicate that funds transferred to another Federal agency shall be administered in accordance with title 23 U.S.C. and all other applicable Federal requirements. These requirements include, but are not limited to, transportation planning, National Environmental Policy Act, title VI of the Civil Rights Act of 1964, participation of disadvantaged business enterprises, prevailing wage rates, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Other Federal agencies may utilize their own construction contracting requirements in lieu of those imposed on a State under title 23.

The State is responsible for any non-Federal share required on the project. Funds appropriated to a Federal Land Management Agency may be used to pay the non-Federal share as authorized under 23 U.S.C. 120(k). In addition, funds appropriated under 23 U.S.C. 204 to carry out Federal Lands Highway Program projects may be used to pay the non-Federal share of the cost of any project that is funded under title 23 or chapter 53 of title 49 and that provides access to or within Federal or Indian lands.

For non-traditional projects for which the State DOT does not have the expertise to administer, and is either unable or unwilling to remain accountable by making a sub-grant to a sub-recipient, the appropriate Federal agency does not have the necessary contracting authority with which to undertake the project, the State DOT may request a transfer to FHWA under the provisions of 23 U.S.C. 104(k)(3) for appropriate action. Please refer to section 2 of this memorandum for more information.

(5) TRANSFERS BETWEEN PROJECTS.

The flexibility permitted in SAFETEA-LU sections 1935 (Project Flexibility) and 1936 (Advances) will be in accordance with the High Priority Projects and Transportation Improvements Implementing Guidance (<http://www.fhwa.dot.gov/specialfunding/congdesign.cfm>) issued by the Office of Program Administration.

If there are questions concerning these provisions, please contact Dale Gray at (202) 366-0978 or Dave Bruce at (202) 366-0368, or via e-mail at dale.gray@dot.gov or david.bruce@dot.gov. For questions concerning specific transfer requests, please contact the Office of Budget.

Attachments (2)

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INSTRUCTIONS FOR FHWA TRANSFER REQUEST

The worksheet is designed to reduce paperwork by allowing multiple transfer requests to be submitted simultaneously. Signatures on the transfer request by authorized officials of both the State transportation department and FHWA Division Office indicating approval of the movement of contract authority and/or obligation authority eliminates the need for separate letters to be submitted to headquarters.

Completion of General Information Section

Type of Transfer Request:

Determine the type of transfer request. Chose either worksheet "*FHWA to FLH or Other Agency*" or "*Within State or to Other State*".

On worksheet *Within State or to Other State*, select type of transfer from the drop down menu:

- Between Programs – Apportioned Fund to Fund
- Between Projects – Demo to Demo Project
- Between Projects – Special Limitation
- State to State – Non-Pooled Funded (including Demos)
- State to State – Pooled Fund Project

No selection is required on *FHWA to FLH or Other Agency* worksheet.

Depending on the type of transfer request selected, data fields automatically may be cross-hatched. Data should not be entered in any cross-hatched field.

Requesting Agency:

Enter the State name.

Transfer to State:

Enter the name of the State which should receive the transfer only if Type of Transfer is:

- State to State - Non-Pooled Fund (including Demos) or
- State to State - Pooled Fund.

Transfer Request Contact:

Each field is REQUIRED. Enter name (first and last), position title, telephone number (including area code) and e-mail address of the person who should be contacted concerning the transfer request.

Tracking Numbers:

Enter the State tracking number, if applicable. The FHWA/OCFO field is for use by the OCFO. Do not enter data in this field.

Completion of "Transfer From" Details

Item # and Description of Fund - From:

Enter the program fund(s) to be transferred.

An asterisk (*) beside a program description indicates that more information is **required**. Complete the additional information field (limited to 500 characters) and attach supplementary sheets if more room is needed for explanatory notes.

- * For Bridge Program, indicate the percentage indicator of the fund. For example, 85% On System.
- * For High Priority Projects, enter the description of the project as itemized in the public law.
- * For SPR or PL program funds transferred to another State for administration of a pooled fund project, enter the title of the pooled fund project. (Note that other funds such as NHS, STP, EB can also be transferred for a pooled funded project.)
- * For STP program funds, indicate the suballocation. For example, Optional Safety. If the funds are apportioned for obligation in a designated urban area, enter the name of the urban area.
- * For Transportation Improvement Projects, enter the description of the project as itemized in the public law.

----- For each Item # with an X, complete the four items on the row as applicable. -----

Fiscal Year

Enter the fiscal year of the fund. Requests may be delayed or rejected if submitted without the fiscal year of the fund to be transferred.

Program Code

Enter the four-character FMIS program code of the program fund to be transferred. Fund codes established for obligation through Delphi cannot be transferred through these means.

Demo ID or Urban Area Code

Demo ID or Urban Area Code is required for certain fund transfers. Enter the 5-character Demo ID or the 3-digit urban area code.

Amount

Enter the dollar amount of funds to be transferred.

An equal amount of limitation, where applicable, will be transferred. For transfer of limitation only of demonstration projects, the Type of Transfer Request selected must be "Demo to Demo Limitation (including Q920 to formula)". Use the Transfer of Funds Worksheet to determine the percentage of total apportionment and determine eligibility for transfer.

Total From:

This field is automatically calculated. It is the total amount of funds to be transferred.

Completion of "Transfer To" Details

From Item # and Description of Fund - To:

Enter the Item # and program fund(s) from left-hand (From) side the right-hand (To) side.

An asterisk (*) beside a fund description indicates that more information is required. Complete the additional information field and attach supplementary sheets if more room is needed for explanatory notes.

- * For Bridge Program, indicate the percentage indicator of the fund. For example, 85% On System.
- * For High Priority Projects, enter the description of the project as itemized in the public law.
- * For SPR or PL program funds transferred to another State for administration of a pooled fund project, enter the title of the pooled fund project. (Note that other funds such as NHS, STP, EB can also be transferred for a pooled funded project.)
- * For STP program funds, indicate the suballocation. For example, Optional Safety. If the funds are apportioned for obligation in a designated urban area, enter the name of the urban area.
- * For Transportation Improvement Projects, enter the description of the project as itemized in the public law.

Program Code

Enter the four-character FMIS program code of the program fund to receive transferred funds. Fund codes established for obligation through Delphi cannot be transferred through these means.

Demo ID or Urban Area Code

Demo ID or Urban Area Code is required for certain fund transfers. Enter the 5-character Demo ID or the 3-digit urban area code.

Amount

Enter the dollar amount of funds to be received by the program.

Total Transfer:

This field is automatically calculated from entries in the Amount column.

Approvals and Submission

The transfer request must be signed by authorized representatives of both the State transportation department and the FHWA Division Office. Signatures, titles of approving officials and dates of approval are REQUIRED.

Completed transfer requests should be sent electronically to the OCFO - Office of Budget (e-mail HCF-10).

Authority to Collect Information

This collection of information is required to obtain benefits and will be used to process fund transfers to other agencies and among Title 23 programs. Sections 1108, 1119(b), 1935, and 1936 of Public Law 109-59, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expanded the transferability of funds to other agencies and among programs. This information collection will ensure the States requests are accurately executed and the requests are allowable by law. Public reporting burden is estimated to average one half hour per response, including the time for reviewing instructions searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2125-XXXX (*OMB will provide the #*). Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Highway Administration, 1200 New Jersey Ave., SE, Washington, DC 20590. Expiration date: (*OMB will provide the date#*)

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TEST: FHWA TRANSFER REQUEST - APPORTIONED FUNDS

Type of Transfer Request: Between Programs - Apportioned Fund to Fund

In accordance with provisions of title 23 U.S.C., the State transportation department indicated below requests that Federal-aid Highway Program contract authority and/or obligation authority be transferred as shown.

Requesting Agency: _____	Transfer to State: _____	Transfer Request Contact: Name: _____ Title: _____ Telephone: _____ Email: _____	Tracking Numbers <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">State</td> <td style="width: 50%; text-align: center;">FHWA/OCFO</td> </tr> <tr> <td style="height: 30px;"> </td> <td> </td> </tr> </table>	State	FHWA/OCFO		
State	FHWA/OCFO						

Item #	Description of Fund - From	Fiscal Year	Program Code	Demo ID or Urban Area Code	Amount	From Item #	Description of Fund - To	Program Code	Demo ID or Urban Area Code	Amount	
1	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	
2	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	
3	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	
4	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	
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19	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	
20	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	
#REF!					TOTAL FROM	\$0.00	TOTAL TRANSFER \$0.00				

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Enter Item # (above) and Project Description, Urban Area or other additional information

For State-to-State transfer of funds and limitation

Has the State entered into an agreement with the agency indicated above to receive, obligate, expend and manage these funds for specified project(s)?

Yes
 No

STATE TRANSPORTATION DEPARTMENT

I certify that the funds requested for transfer are in accordance with the applicable provisions of title 23 U.S.C.; that the funds are unobligated and uncommitted; and that the percentage of funds to be transferred combined with previous transfers does not exceed the permissible amount eligible for transfer under the affected program categories according to applicable State and Federal laws and regulations. Where applicable, concurrence from affected Metropolitan Planning Organizations and other agencies has been obtained and recorded in this office. Further, I certify that I have the authority to approve the transfer of Federal-aid Highway program funds.

Date of Approval

Title of Approving Official

FHWA DIVISION ADMINISTRATOR CONCURRENCE

I certify that I have reviewed the request to transfer funds as itemized above; that this request is in accordance with provisions of title 23 U.S.C. and FHWA policy and procedures; and I have the authority to approve transfer of Federal-aid Highway program funds.

Date of Approval

Title of Approving Official

TEST: FHWA TRANSFER REQUEST - APPORTIONED FUNDS

Type of Transfer Request: Apportioned Funds to a DOT Agency or Federal Department

In accordance with provisions of title 23 U.S.C., the State transportation department indicated below requests that Federal-aid Highway Program contract authority and obligation authority be transferred as shown.

Requesting Agency: _____	Transfer Request Contact: _____	Name _____ Title _____ Telephone _____ Email _____	Tracking Numbers				
			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border: 1px solid black; text-align: center;">State</td> <td style="width: 50%; border: 1px solid black; text-align: center;">FHWA</td> </tr> <tr> <td style="border: 1px solid black; height: 30px;"></td> <td style="border: 1px solid black; height: 30px;"></td> </tr> </table>	State	FHWA		
State	FHWA						

Item #	Description of Fund - From	Fiscal Year	Program Code	Demo ID or Urban Area Code	Amount
1	_____	_____	_____	_____	_____
2	_____	_____	_____	_____	_____
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18	_____	_____	_____	_____	_____
19	_____	_____	_____	_____	_____
20	_____	_____	_____	_____	_____
#REF! TOTAL FROM					\$0.00

From Item #	Description of Entity - To	Amount
TOTAL TRANSFER		\$0.00

For State-to-State transfer of contract authority and obligation authority	
Has the State entered into an agreement with the agency indicated above to receive, obligate, expend and manage these funds for specified project(s)?	<input type="checkbox"/> Yes <input type="checkbox"/> No
OCFO Comments	

Enter Item # (above), Project Description, Urban Area or other additional information

Enter Item # and Project Description, Urban Area or other additional information

STATE DEPARTMENT OF TRANSPORTATION

I certify that the funds requested for transfer are in accordance with the applicable provisions of title 23 U.S.C.; that the funds are unobligated and uncommitted; and that the percentage of funds to be transferred combined with previous transfers does not exceed the permissible amount eligible for transfer under the affected program categories according to applicable State and Federal laws and regulations. Where applicable, concurrence from affected Metropolitan Planning Organizations and other agencies has been obtained and recorded in this office. Further, I certify that I have the authority to approve the transfer of Federal-aid Highway program funds.

Date of Approval

Title of Approving Official

FHWA DIVISION ADMINISTRATOR CONCURRENCE

I certify that I have reviewed the request to transfer funds as itemized above; that this request is in accordance with provisions of title 23 U.S.C. and FHWA policy and procedures; and I have the authority to approve transfer of Federal-aid Highway program funds.

Date of Approval

Title of Approving Official

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**FHWA and FTA Funds That May be Used for Either Highway or Transit Purposes
and Title 23 Program Transfer Provisions**

Federal Highway Administration Programs			
Primary Purpose	Eligible Transit Activities	Transfer Among Title 23 Programs [23 U.S.C. 126 & 104(g)]	Interagency Transfer Considerations
<i>National Highway System (NHS) (23 U.S.C. 103)</i>			
Improvements to rural and urban roads that are part of the NHS or that are NHS Intermodal connectors.	Transit improvements within a NHS corridor, subject to statutory conditions set in 23 U.S.C. 103 (b)(6)(C); transportation planning in accordance with 23 U.S.C. 134 & 135; fringe and corridor parking facilities; carpool and vanpool projects; public transportation management systems under 23 U.S.C. 303; publicly owned intracity and intercity bus terminals.	Up to 50% may be transferred to CMAQ, STP, IM, HSIP, RTP, and/or HBP.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for NHS funds under 23 U.S.C. 103(b)(6).
<i>Equity Bonus (EB) (23 U.S.C. 105)</i>			
Same as STP.	Same as STP.	None.	Same as STP.
<i>Interstate Maintenance (IM) (23 U.S.C. 119)</i>			
Resurfacing, restoring, rehabilitating, and reconstructing most routes on the Interstate system.	No direct transit uses.	Up to 50% may be transferred to NHS, CMAQ, STP, HSIP, RTP, and/or HBP. Up to 100% may be transferred to STP or NHS if the State certifies to the Secretary that any part of the sums of IM funds apportioned to the State are in excess of the needs of the State for resurfacing, restoring, or rehabilitating Interstate System routes and the State is adequately maintaining the Interstate System and the Secretary accepts such certification.	Must first be transferred to another 23 U.S.C. program that has transit eligibility before the funds may be transferred to FTA.

<i>Railway-Highway Crossing (HRGX) 23 U.S.C. 130</i>			
Elimination of hazards at railway-highway crossings.	No direct transit uses.	Under 23 U.S.C. 104(g): up to 40% may be transferred to the HBP if approved by the Secretary as being in the public interest; up to 100% may be transferred to the HBP if approved by the Secretary as being in the public interest & the State provides assurance that the needs of the program are being met.	N/A
<i>Surface Transportation Program (STP) (23 U.S.C. 133)</i>			
Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges including construction or reconstruction necessary to accommodate other transportation modes.	Capital costs of transit projects that are eligible under Ch. 53 of 49 U.S.C., including vehicles and facilities, publicly or privately owned, that are used to provide intercity bus service; carpool projects and fringe & corridor parking facilities; transit safety infrastructure improvements and programs; transit research, development and technology transfer; surface transportation planning programs; public transportation management systems under 23 U.S.C. 303.	Up to 50% may be transferred to NHS, CMAQ, HSIP, IM, RTP, and/or HBP, except that funds suballocated under 23 U.S.C. 133(d)(3) for use in areas of a State may not be transferred to other 23 U.S.C. programs.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for STP funds under 23 U.S.C. 133(b).
<i>Surface Transportation Program Transportation Enhancements Set-aside (TE) (23 U.S.C. 133(d)(2))</i>			
12 specific activities included in the definition of Transportation Enhancement Activities in 23 U.S.C. 101(a)(35).	Although transit is not specifically mentioned in the list of 12 eligible TE activities, some of the eligible TE activities benefit transit.	Up to 25% of the increase above the FY97 Transportation Enhancements or Safety amount may be transferred to NHS, CMAQ, IM, HSIP, RTP, and/or HBP.	May be administered by FHWA or may be transferred to FTA for TE projects that benefit transit.
<i>Highway Bridge Program (HBP) (23 U.S.C. 144)</i>			
Replace and rehabilitate deficient highway bridges and to seismically retrofit bridges located on any public road.	No direct transit uses.	Up to 50% may be transferred to NHS, CMAQ, STP, IM, HSIP, and/or RTP. Transfer of any HBP funds after September 30, 1997, will result in deduction of the amount of the transfer from the total cost of deficient bridges in the State and all States in the succeeding fiscal	Must first be transferred to another 23 U.S.C. program that has transit eligibility before the funds may be transferred to FTA.

		<p>year.</p> <p>Under 23 U.S.C. 104(g): up to 40% may be transferred to the HRG if approved by the Secretary as being in the public interest; up to 100% may be transferred to the HRG if approved by the Secretary as being in the public interest & the State provides assurance that the needs of the program are being met. Funds provided for Off-System bridges may not be transferred to other 23 U.S.C. programs without a needs determination</p>	
<i>Construction of Ferry Boats & Ferry Terminal Facilities (23 U.S.C. 147)</i>			
<p>Construction of ferry boats and ferry terminal facilities in accordance with section 129(c). Priority in the allocation of funds is to be given to those ferry systems, and public entities responsible for developing ferries, that—(1) provide critical access to areas that are not well-served by other modes of surface transportation; (2) carry the greatest number of passengers and vehicles; or (3) carry the greatest number of passengers in passenger only service.</p>	<p>Passenger ferry boats & terminal facilities.</p>	<p>None</p>	<p>May be administered by FHWA or may be transferred to FTA for transit projects eligible under 23 U.S.C. 147.</p>
<i>Highway Safety Improvement Program (HSIP) (23 U.S.C. 148)</i>			
<p>To achieve a significant reduction in traffic fatalities and serious injuries on public roads.</p>	<p>No direct transit uses.</p>	<p>Up to 50% may be transferred to NHS, CMAQ, STP, IM, RTP, and/or HBP.</p>	<p>Must first be transferred to another 23 U.S.C. program that has transit eligibility before the funds may be transferred to FTA.</p>

<i>Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. 149)</i>			
Projects in nonattainment and maintenance areas that reduce transportation related emissions.	<p>Transit capital projects and operating expenses for new services. Operating assistance is limited to new or expanded transportation services and to 3 years.</p> <p>Funds may only be used in nonattainment and maintenance areas and projects must demonstrate an air quality benefit.</p> <p>States without nonattainment or maintenance areas may use their minimum apportionment of CMAQ for any project in the State eligible under either CMAQ or STP.</p>	An amount not to exceed 50 percent of the difference between the State's annual apportionment and the amount the State would have received if the CMAQ program was authorized at \$1.35 billion for that year may be transferred to NHS, STP, IM, HSIP, RTP, and/or HBP. Funds transferred to other title 23 programs must still be expended within the State's nonattainment or maintenance areas.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for CMAQ funds under 23 U.S.C. 149(b).
<i>Federal Lands Highways Program (FLHP) (23 U.S.C. 204)</i>			
Coordinated program of public roads and transit facilities serving Federal and Indian lands. Funding is broken into 4 discrete sources: Indian Reservation Roads (IRR); Public Lands Highway – Discretionary & Forest Highways; Parkways & Park Roads; Refuge Roads	<p>May be used for transit facilities within, adjacent, or providing access to public lands, national parks, national forests, refuge roads, and Indian reservations.</p> <p>Refuge roads category funds may not be used for new construction and transit.</p>	None.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for FLH funds under 23 U.S.C. 204(h).
<i>Recreational Trails Program (RTP) (23 U.S.C. 206)</i>			
Develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.	No direct transit uses.	Up to 50% may be transferred to NHS, CMAQ, STP, IM, HSIP, and/or HBP, subject to approval of the State agency administering the RTP.	Cannot be transferred to FTA.
<i>Statewide Planning & Research (SPR) (23 U.S.C. 505)</i>			
Highway and transit planning; statewide transportation planning under 23 U.S.C. 135; metropolitan transportation planning under 23 U.S.C. 134.	49 U.S.C. 5305 statewide transportation planning process; public transportation management systems under 23 U.S.C. 303.	None.	SPR funds for planning may be transferred to FTA at the request of the State DOT to be combined with 49 U.S.C. 5305(e) statewide planning funds as a consolidated planning grant. The 25% of SPR funds that can only be used for RD&T may not be transferred.

Coordinated Border Infrastructure Program (CBIP) (S-LU Section 1303)			
To improve the safe movement of motor vehicles at or across the border between the United States and Canada and the border between the United States and Mexico.	Improvements to existing transportation and supporting infrastructure that facilitate cross-border vehicle movements (for highway or transit projects).	None.	Cannot be transferred to FTA.
Nonmotorized Transportation Pilot Program (S-LU Sec. 1807)			
To demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within 4 identified communities.	Sidewalks, bicycle lanes, and pedestrian and bicycle paths that connect directly to transit stations.	None.	Cannot be transferred to FTA.

Federal Transit Administration Programs

Primary Purpose	Eligible Highway Categories	Transfer Among Title 49 Programs	Interagency Transfer Considerations
Metropolitan Planning Program (MPP) (49 U.S.C. 5305(d))			
To carry out the metropolitan transportation planning process under 49 U.S.C. 5303.	23 U.S.C. 134 metropolitan transportation planning process	None.	May be transferred to FHWA at the request of the State DOT to be combined with 23 U.S.C. 104(f) metropolitan planning funds as a consolidated planning grant; FHWA matching ratio may be used for MPP funds in a consolidated planning grant (CPG).
Statewide Planning & Research (SPR) (49 U.S.C. 5305(e))			
To carry out the provisions of 49 U.S.C. sections 5304, 5306, 5315, and 5322.	23 U.S.C. 135 statewide transportation planning process.	None.	SPR funds for state planning may be transferred to FHWA at the request of the State DOT to be combined with 23 U.S.C. 505 statewide planning funds as a consolidated planning grant FHWA matching ratio may be used for SPR funds in a consolidated planning grant (CPG).
Urbanized Area Formula Grants (Section 5307) Transit capital and planning assistance to urbanized areas with populations over 50,000 and operating assistance to areas with populations of 50,000 - 200,000.	In a Transportation Management Area, the MPO may elect to transfer portions of its FTA Section 5307 (Urbanized Area Formula Grants) funds that cannot be used for operating assistance to FHWA for highway projects subject to the requirements of 49 U.S.C. 5307(b)(2).	Funds apportioned to the Governor under Section 5307 may be transferred to the Nonurbanized Formula Program (Section 5311).	FTA funds must be transferred to FHWA if they are to be used for highway purposes. Only funds in designated TMAs (urbanized areas with population 200,000 and greater) that cannot be used for operating assistance may be made available for highway projects.

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DATE: September 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
State-legislated Safe Routes to School (SR2S) Program*	Slyvia Fung, Caltrans, (510) 286-5226	November 16, 2007
Federal Safe Routes to School (SRTS) Program*	Slyvia Fung, Caltrans, (510) 286-5226	December 30, 2007 (Tentative)

*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
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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



FUNDING OPPORTUNITY
California State-legislated Safe Routes to School (SR2S)
Program
November 16, 2007

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

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

Eligible Project Sponsors: Cities and counties.

Program Description: The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students.

The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging other students to walk and bike increases.

Funding Available: Approximately \$25.5 million is available for FY 2007/2008; local match is 10 percent.

Eligible Projects: Infrastructure projects.

- Examples:**
- City of Fairfield – E. Ruth Sheldon Elementary School and T.C. McDaniels School; FY 2004/2005 – \$53,100
 - City of Vacaville – 15 Elementary Schools, 3 Jr. High Schools, 3 High Schools, 1 Charter School; FY 2002/2003 – \$178,200
 - County of Solano – Benjamin Franklin Middle School; FY 2002/2003 – \$81,000

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans, District 4), (510) 286-5226, Sylvia.fung@dot.ca.gov

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



FUNDING OPPORTUNITY

Federal Safe Routes to School (SRTS) Program

December 30, 2007 (Tentative)

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

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

- Eligible Project Sponsors:** State, local, regional agencies; cities and counties; non-profit organizations; schools/school districts; and Native American Tribes.
- Program Description:** The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students.
- The second FY 2007/2008 call for projects is due sometime by the end of September 2007.
- Funding Available:** Approximately \$26.8 million is available for FY 2007/2008; no local match, 100 percent federally reimbursed.
- Eligible Projects:** Infrastructure and non-infrastructure projects.
- Further Details:** <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>
- Program Contact Person:** Sylvia Fung, Local Assistance Engineer (Caltrans, District 4), (510) 286-5226, Sylvia.fung@dot.ca.gov
- STA Contact Person:** Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com
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**Solano Transportation Authority
Board Meeting Highlights
September 12, 2007
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the September 12, 2007 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of September 12, 2007. If you have any questions regarding specific items, please call me at 424-6008.

BOARD MEMBERS PRESENT:

Anthony Intintoli (Chair)	City of Vallejo
Steve Messina (Vice Chair)	City of Benicia
Mike Smith (Alternate Member)	City of Dixon
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Jim Sperring	County of Solano

ACTION – FINANCIAL ITEMS

A. 2008 State Transportation Improvement Program (STIP) Fund Estimate and Planning, Programming and Monitoring (PPM) Commitment

Recommendation:

Authorize the Executive Director to program 5% of the 2008 STIP Funds to PPM activities for Fiscal Year (FY) 2011-12 and FY 2012-13 as specified in the Attachment A Workplan.

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

B. 2008 State Transportation Improvement Program (STIP) Swap

Recommendation:

Authorize the Executive Director to swap \$1.9 million of the 2008 STIP Funds for STA planning purposes as specified in the Attachment A Workplan.

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

C. State Transit Assistance Fund (STAF) Fund Estimate Update Fiscal Year (FY) 2007-08 and Amendment No. 2

Recommendation:

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); and
3. Dixon Redit-Ride Performance and Operating Study (\$30,000).

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

D. Solano Transportation for Livable Communities (TLC) Capital Grants

Recommendation:

Approve the following:

1. Solano TLC Capital Grants for the following projects:
 - A. City of Fairfield: Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project: \$73,800; and
 - B. City of Vacaville: Vacaville Downtown Creekwalk Extension: \$822,000
2. The City of Rio Vista's Waterfront Public Access Project will receive priority *for future TLC allocations provided that* the potential environmental and land acquisition issues are addressed for the project.

On a motion by Vice Chair Messina, and a second by Member Price, the STA Board unanimously approved the recommendation as amended shown above in *bold italics*.

E. AMENDED - Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds

Recommendation:

- 1) Approve \$87,247 in Fiscal Year (FY) 2007-08 TFCA Program Manager Funds for the City of Fairfield's Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project.
- 2) *Adopt a resolution authorizing the STA Executive Director to submit the TFCA Program Manager Fund Application to the BAAQMD for the approved TFCA projects.*

On a motion by Vice Chair Messina, and a second by Member Price, the STA Board unanimously approved the recommendation as amended shown above in *bold italics*.

ACTION - NON-FINANCIAL ITEMS

A. Final 2007 Solano Congestion Management Program (CMP)

Recommendations:

Approve the Final 2007 Solano CMP and submit to the Metropolitan Transportation Commission (MTC).

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

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

Recommendation:

Approve the release of the Draft North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan for public comment with a deadline for comment submittals by Friday, October 12, 2007.

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

C. Selection of 2008 STA Chair and Vice-Chair

Recommendation:

Approve the following:

1. Agendize the selection of the STA Chair and Vice-Chair for 2008 at the Board meeting of October 10, 2007.
2. Request the new Chair designate the STA Executive Committee for 2008 at the October 10, 2007 Board meeting.
3. The modified schedule for rotation of STA Chair and Vice-Chair as specified in Attachment B.

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

D. AMENDED - Legislative Update

Recommendation:

Approve the following actions pursuant to AB 112 and ACR 7:

- A. Authorize the Board Chair to send a letter to Governor Arnold Schwarzenegger urging his signature on AB 112 and ACR 7.*
- B. Authorize the Board Chair to send letters to Assemblymember Lois Wolk, Assemblymember Guy Houston, Assemblymember Nakanishi, Senator Pat Wiggins and Senator Tom Torlakson thanking them for their efforts in the successful legislative passage of AB 112 and ACR 7.*

Approve the following action pursuant to SB 976:

- A. Authorize the Board Chair to send a letter to Senator Don Perata requesting modifications to SB 976 consistent with the City of Vallejo's letter dated September 11, 2007.*

On a motion by Member Sperring, and a second by Member Augustine, the STA Board unanimously approved the recommendation as amended shown above in *bold italics*.

CONSENT CALENDAR ITEMS

At the request of Member Price, Items D, E, and K were pulled for comments.

On a motion by Vice Chair Messina, and a second by Member Augustine, consent calendar items A through K were unanimously approved.

- A. STA Board Meeting Minutes of July 11, 2007**
Recommendation:
Approve STA Board Minutes of July 11, 2007.
- B. Review TAC Draft Minutes for the Meeting of August 29, 2007**
Recommendation:
Receive and file.
- C. State Route (SR) 12 Jameson Canyon Letter of Support**
Recommendation:
Authorize the STA Chair to send a letter of support to Caltrans for the SR 12 Jameson Canyon Project.
- D. This item was amended and moved to IX.D**
Legislative Update
- E. Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program: Alternative Fuels Program**
Recommendation:
Approve the allocation of Eastern Solano Congestion Mitigation Air Quality (ECMAQ) funding for the following projects:
1. City of Vacaville's Alternative Fuel Vehicle Incentive Program (\$200,000); and
 2. Solano Napa Commuter Information's Ridesharing Activities (\$390,000).
- F. Solano Transit Consolidation Study Phase I and Phase II Status**
Recommendation:
Authorize the Executive Director to forward a letter to MTC requesting \$60,000 to fund Phase II of the Solano Transit Consolidation Study.
- G. Appointment of Paratransit Coordinating Council (PCC) Members**
Recommendation:
Appoint Kim Barkus as the Public Agency – Department of Health and Human Services representative and Susan Rotchy as the Social Service Provider representative to the PCC for a 3-year term.
- H. Establishment of State Route (SR) 113 Steering Committee**
Recommendation:
Approve the following:
1. Establish the SR 113 Steering Committee, with the following membership:
 - City of Dixon – Mayor or designee
 - Solano County Board of Supervisors – District 5 Supervisor
 - Solano County Representative to MTC
 - Yolo County Transportation District – Chairman or designee; and
 2. Set the first meeting of the SR 113 Steering Committee as October 24, 2007, at a time and place to be determined.

I. Fiscal Year (FY) 2007-08 Indirect Cost Allocation Plan (ICAP) Application

Recommendation:

Approve the ICAP Rate for FY 2007-08 and authorize the Executive Director to submit the ICAP application to Caltrans.

J. Contract Amendment for Mark Thomas & Co. (MTCO)/Nolte Joint Venture for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document

Recommendation:

Authorize the Executive Director to approve a contract amendment with MTCO/Nolte JV in the amount of \$2,230,055 to complete the EIR/EIS for the I-80/I-680/SR 12 Interchange for a contract term through December 2009.

K. Contract Amendment for the Mark Thomas & Co. (MTCO)/Nolte Joint Venture for Design Services for the I-80 High Occupancy Vehicle (HOV) Lanes – Ramp Metering Project

Recommendation:

Approve the following:

1. Authorize the Executive Director to execute a contract amendment with MTCO/Nolte JV in the amount of \$1,300,000 for Final Design Services of the I-80 HOV Lanes – Ramp Metering Project for a contract term through October 2008, and
2. STA to administer the construction contract for the I-80 HOV Lanes – Ramp Metering Project.

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

1 Caltrans Report:

None presented.

2 MTC Report:

Member Spering commented on the opening ceremony of the Benicia-Martinez Bridge. He thanked the City of Benicia for the outstanding job serving as co-host for the event.

3 STA Report :

- Robert Macaulay provided an overview of the safety efforts being accomplished along the SR 12 East from I-80 to the Rio Vista Bridge. He stated that the next SR 12 Steering Committee is scheduled to meet on September 27, 2007 (10:00 a.m.) at the Western Railroad Museum.
- Gus Khouri , Shaw/Yoder, Inc., provided update to the 2007-08 Budget, Impacts on Transportation, Transit, and 2007 STA State Legislative Program.

INFORMATIONAL ITEMS

A. 10-Year Funding Outlook for Highway and Transit Facilities

Janet Adams outlined the development of a ten-year funding plan for both highway element projects and transit projects. She stated that the plan will consider projects that can be fully funded and constructed over the next ten years with a tier one goal of construction and a full funding plan of within five (5) years

NO DISCUSSION

- B. Highway Projects Status Report**
 - 1. I-80/I-680/SR 12 Interchange**
 - 2. North Connector**
 - 3. I-80 HOV Lanes: Red Top Road to Air Base Parkway**
 - 4. I-80 HOV/Turner Overcrossing**
 - 5. Jepson Parkway**
 - 6. State Route (SR) 12 (Jameson Canyon)**
 - 7. State Route (SR) 12 East SHOPP Projects**
 - 8. I-80 SHOPP Rehabilitation Projects**

- C. State Route (SR) 12 Status Update**

- D. Bay Area Regional Rail Plan**

- E. SR 113 Major Investment and Corridor Study Update**

- F. Obligating and Advancing Fiscal Year (FY) 2008-09 Projects**

- G. Safe Routes to Schools (SR2S) Update**

- H. Project Delivery Update**

- I. Solano Commute Challenge Update**

- K. Funding Opportunities Summary**

- L. Updated STA Board Meeting Schedule for Calendar Year 2007**

ADJOURNMENT

The STA Board meeting was adjourned at 7:25 p.m. The next regular meeting of the STA Board is scheduled on **Wednesday, October 10, 2007, 6:00 p.m. at the Suisun City Hall.**



DATE: September 18, 2007
TO: SolanoExpress Intercity Transit Consortium
FROM: Johanna Masielat, 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 STA TAC.

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 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
September 26	5:30 p.m.	STA Board Special Meeting	STA Conference Room	Confirmed
September 27	10:00 a.m.	SR 12 Steering Committee	Western Railroad Museum	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	TBD - Vallejo	TBD
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