



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE
AGENDA**

**1:30 p.m., Wednesday, March 29, 2006
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

Members:

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

ITEM

STAFF PERSON

- I. CALL TO ORDER**
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
(1:30 -1:35 p.m.)
- IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF**
(1:35 -1:40 p.m.)
- V. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion.
(1:40 – 1:45 p.m.)
 - A. Minutes of the TAC Meeting of February 22, 2006**
Recommendation:
Approve minutes of February 22, 2006.
Pg. 1
 - B. STA Board Meeting Highlights – March 8, 2006**
Informational
Pg. 7
 - C. STA 2006 Board Meeting Calendar Update**
Informational
Pg. 11
 - D. Funding Opportunities Summary**
Informational
Pg. 15

Daryl Halls, Chair

Johanna Masiclat

Johanna Masiclat

Johanna Masiclat

Sam Shelton

TAC MEMBERS

- | | | | | | | | |
|--|---|---|--|--|--|---|--|
| <u>Dan Schiada</u> City of Benicia | <u>Royce Cunningham</u> City of Dixon | <u>Charlie Beck</u> City of Fairfield | <u>Brent Salmi</u> City of Rio Vista | <u>Gary Cullen</u> City of Suisun City | <u>Dale Pfeiffer</u> City of Vacaville | <u>Mark Akaba</u> City of Vallejo | <u>Paul Wiese</u> County of Solano |
|--|---|---|--|--|--|---|--|

VI. ACTION ITEMS

- A. STA Draft Highway Corridor Operational Policy Purpose and Scope** Janet Adams
Recommendation:
Forward recommendation to the STA Board authorizing the Executive Director to:
- 1. Refine the Purpose and Goals of the Highway Corridor Operational Policy(s) with the TAC.*
 - 2. Seek funding from MTC to retain a consultant to develop Highway Corridor Operational Policy(s).*
- (1:45 – 1:50 p.m.) – **Pg. 19**
- B. Safe Routes to School (SR2S) Study Public Outreach Process and Steering Committee Appointments** Sam Shelton
Recommendation:
Appoint two (2) Technical Advisory Committee members to the Safe Routes to School (SR2S) Steering Committee.
(1:50 – 1:55 p.m.) – **Pg. 21**
- C. MTC Routine Accommodation of Bicyclist and Pedestrians in the Bay Area** Robert Guerrero
Recommendation:
Forward a recommendation to request MTC's routine accommodation recommendations for bicycle and pedestrian projects do not restrict the amount, percentage or use of potential bicycle and pedestrian project funding.
(1:55 – 2:00 p.m.) – **Pg. 43**

VII. INFORMATION ITEMS

- A. State Legislative Update – March 2006** Jayne Bauer
Informational
(2:00 – 2:05 p.m.) – **Pg. 49**
- B. Draft Business Plan for the Capitol Corridor (FY 2006-07 – FY 2007-08) and Public Workshops** Dan Christians
Informational
(2:05 – 2:10 p.m.) – **Pg. 67**
- C. Regional Measure 2 (RM 2)** Janet Adams
Informational
(2:10 – 2:15 p.m.) – **Pg. 99**

- D. Contracts Status Report:** Janet Adams
1. Jepson Parkway
 2. North Connector
 3. I-80 HOV Lanes (Red Top to Air Base Parkway)
 4. I-80/I-680/SR 12 Interchange
 5. Project Management Services
- Informational*
(2:15 – 2:20 p.m.) – Pg. 101
- E. Project Delivery Update** Sam Shelton
- Informational*
(2:20 – 2:25 p.m.) – Pg. 105
- F. California Strategic Highway Safety Plan (SHSP)** Robert Guerrero
- Informational*
(2:25 – 2:30 p.m.) – Pg. 129
- G. Lifeline Transportation Funding Program Advisory Committee** Elizabeth Richards
- Informational*
(2:30 – 2:35 p.m.) – Pg. 135

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at 1:30 p.m. on Wednesday, April 26, 2006.

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TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting
February 22, 2006

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:40 p.m. in the Solano Transportation Authority's Conference Room.

Present:

| | | |
|-----------------------------|---------------|---------------------|
| TAC Members Present: | Dan Schiada | City of Benicia |
| | Mike Duncan | City of Fairfield |
| | Brent Salmi | City of Rio Vista |
| | Gary Cullen | City of Suisun City |
| | Dale Pfeiffer | City of Vacaville |
| | Gary Leach | City of Vallejo |
| | Paul Wiese | County of Solano |

Others Present:

| | |
|--------------------|-------------------|
| Gian Aggarwal | City of Vacaville |
| Ed Huestis | City of Vacaville |
| Birgitta Corsello | County of Solano |
| Daryl Halls | STA |
| Janet Adams | STA |
| Elizabeth Richards | STA/SNCI |
| Anna McLaughlin | STA/SNCI |
| Robert Guerrero | STA |
| Jennifer Tongson | STA |
| Sam Shelton | STA |
| Johanna Masiclat | STA |

II. APPROVAL OF AGENDA

By consensus, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Guerrero announced the submittal deadline for BAAQMD's FY 2006-07 TFCA Program Manager Fund is May 1, 2006. He cited that staff would work with project sponsors to complete their applications prior to the next month's meeting in order for them to review and provide a recommendation for the Board to approve the projects in April.

Sam Shelton reported the following activities in the months of February and March:

1. Safe Routes to School (SR2S) Process
2. Solano Bike/Ped Program Application Workshop is scheduled after today's TAC meeting.
3. Obesity Summit Meeting is scheduled on Thursday, February 23, 2006.

Jennifer Tongson reminded the TAC that the Resolutions, Legal Opinions, and Certification of Assurances are due for SAFETEA Third Cycle STP funded projects for Local Streets and Roads are due to the STA.

Janet Adams announced that Caltrans will pursue STA's next PSR on the priority list for the I-80 Travis Blvd. to Air Base Parkway Auxiliary Lane.

Other: Mike Duncan, City of Fairfield, announced MTC's User's Week for the Pavement Management System beginning the week of March 6, 2006. He stated that the first part of the week will highlight the Strategic Plan being developed by MTC's Local Streets and Roads Committee.

V. CONSENT CALENDAR

On a motion by Dan Schiada, and a second by Gary Cullen, the STA TAC unanimously approved Consent Calendar Items A through F.

Recommendations:

A. **Minutes of the TAC Meeting of January 25, 2006**

Recommendation:

Approve minutes of January 25, 2006.

- B. **STA Board Meeting Highlights of February 8, 2006**
Informational
- C. **STIA Board Meeting Highlights of February 1, 2006**
Informational
- D. **STA 2006 Board Meeting Calendar Update**
Informational
- E. **Funding Opportunities Summary**
Informational
- F. **Contract Amendment with Korve Engineering for North Connector Project Report/Environmental Document**
Recommendation:
Forward recommendation to the STA Board authorizing the Executive Director to approve Amendment No. 3 for the Korve Engineering Contract to extend the term of the contract to March 31, 2007.

VI. ACTION ITEMS

- A. **Alternative Modes Fund Strategy**
Robert Guerrero reviewed the Alternative Modes Strategy and noted it has been slightly revised to clarify the total anticipated contribution to the Solano Napa Commuter Information's Rideshare Activities from the Bay Area Air Quality Management District (BAAQMD)'s TFCA Program. He cited that all other recommendations regarding the Alternative Modes Funding Strategy previously discussed at the January 25, 2006 TAC meeting remain the same which includes an estimated \$10 million available for alternative modes projects over the next 3 years. He noted that the Alternative Modes Committee review and recommend TLC Projects to the STA Board, and the TAC will review and recommend projects associated in the "other" category to the STA Board.

Recommendation:

Forward a recommendation to the STA Board to approve the Alternative Modes Strategy as specified in Attachment A.

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

- B. **Intercity Transit Funding Agreement – Status Update**
Elizabeth Richards reviewed the proposed Intercity Transit Funding (ITF) Working Group's Guiding Principles and the proposed Intercity Transit Service Route Analysis Evaluation Parameters. She stated that once a draft methodology for the Intercity Transit Service subsidy sharing and the underlying costs and revenues have been agreed to by the transit operators and funding partners, this will be brought through the TAC and to the STA Board for approval.

Recommendation:

Recommend the STA Board to approve the following:

1. Guiding Principles for the Funding of Intercity Transit Service as specified in Attachment A.
2. Service Evaluation Parameters as specified in Attachment B.

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

C. SolanoLinks Transit Consortium Draft 2006 Work Plan

Elizabeth Richards reviewed the draft SolanoLinks Transit Consortium Work Plan which includes modifications offered by the Consortium members in the January 25, 2006 meeting that have been incorporated into the draft Work Plan.

Recommendation:

Approve the SolanoLinks Transit Consortium 2006 Work Plan as specified in Attachment A.

On a motion by Brent Salmi, and a second by Gary Cullen, the STA TAC unanimously approved the recommendation.

D. State Legislative Update – February 2006

Daryl Halls outlined the three (3) bills pertaining to a proposed bond measure for transportation (AB 1783 (Nunez)), (SB 1024 (Perata/Torlakson)), (SB 1165 (Dutton)) and the draft STA Principles for State Infrastructure Financing consistent with the policies of the 2006 STA Legislative Priorities and Platform based primarily on the principles drafted by the Bay Area CMA Directors.

In addition, Daryl Halls distributed and provided an addendum to forward a recommendation to the STA Board to approve three transit projects be placed on the STA's priority list of projects for state funding: Vallejo Ferry Terminal, Fairfield/Vacaville Rail Station and Capitol Corridor, and I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vallejo.

Recommendation:

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

1. Adopt a watch position on the following bills pertaining to a proposed bond measure for transportation:
 - AB 1783 (Nunez)
 - SB 1024 (Perata/Torlakson)
 - SB 1165 (Dutton)
2. Approve the Draft STA Principles for State Infrastructure Financing as specified in Attachment G.

3. *Approve the following three transit projects on the STA's priority list of projects for state funding:*

- *Vallejo Ferry Terminal*
- *Fairfield/Vacaville Rail Station and Capitol Corridor Track Improvements*
- *I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vacaville*

On a motion by Dale Pfeiffer, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation as amended shown in *bold italics*.

VII. INFORMATION ITEMS

A. Status of Approval of Traffic Relief and Safety Plan (TRSP) by Cities and County

Daryl Halls cited that the STIA Board unanimously approved the adoption of the "Traffic Relief and Safety Plan for Solano County" at the February 1, 2006 special meeting. He stated that the proposed County Transportation Expenditure Plan would guide the expenditures for an estimated \$1.57 billion in revenues expected to be generated by a proposed 30 year, ½ cent sales tax for transportation.

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

Janet Adams reviewed the draft STA Overall Work Plan (OWP) for FY 2006-07 and FY 2007-08. She specified that the comments that were received from two members of the TAC have been incorporated into the draft STA OWP. She cited that pending adoption of the OWP by the TAC and Consortium on March 29, 2006, it would be forwarded to the STA Board on April 12, 2006 for adoption.

C. Update on Implementation of Disadvantaged Business Enterprise (DBE) Program

Janet Adams provided an update on Implementation of Disadvantaged Business Enterprise (DBE) Program. She outlined the information notice sent by Caltrans on February 9, 2006 to all local agencies of a 1.) 45-day extension of the public comment period to March 20, 2006; 2.) a final decision would be made whether Caltrans will continue with a race-conscious DBE program or if it will be changed to a race-neutral DBE program; and 3.) should a change be made, the implications to the local agencies.

D. 2007 TIP Development

Jennifer Tongson stated that in preparation for the upcoming expiration of the 2005 Transportation Improvement Program (TIP) (set to expire on September 30, 2006), MTC is initiating the development of the 2007 TIP. She cited that after April 10th, the TIP will be reviewed by MTC and will run through an air quality conformity analysis and the final TIP is scheduled for approval by FHWA and FTA on Monday, October 2, 2006.

E. Highway Projects Status Report:

1. **I-80/I-680/SR 12 Interchange**
2. **North Connector**
3. **I-80 HOV Project: Red Top Road to Air Base Parkway**
4. **Jepson Parkway**
5. **Highway 37**
6. **Highway 12 (Jameson Canyon)**
7. **SHOPP Projects**
8. **SR 113 (Downtown Dixon)**
9. **Caltrans Storm Damage Projects**

Janet Adams provided a status report for the above listed highway projects in Solano County funded from a variety of federal, state, regional, and local fund sources.

F. Transportation Development Act (TDA) and State Transit Assistance Funds FY 2006-07

Elizabeth Richards reviewed the new TDA and STAF FY 2006-07 and FY 2005-06 carryover revenue projections that have been drafted expected to be adopted February 21st by MTC. She provided the status of the fund estimates and unallocated FY 2005-06 funds and cited that the funding from these sources may increase in FY 2006-07.

G. Unmet Transit Needs Comments for FY 2006-07

Elizabeth Richards stated that MTC has drafted a summary of issues that were submitted by the public at the December 7, 2005 public hearing for the FY 2006-07 TDA funding cycle. She cited that staff is working to coordinate a response with the affected Solano transit operators and a draft of the coordinated responses will be prepared in time for review and approval by the TAC and Consortium at their April meeting.

H. Solano Napa Commuter Information FY 2005-06 Mid Year Report

Anna McLaughlin highlighted the accomplishments from selected program elements of the SNCI program for the first six months of FY 2005-06. She outlined the work program that included ten major elements: 1.) Customer Service; 2.) Employer Program; 3.) Vanpool Program; 4.) Incentives; 5.) Emergency Ride Home; 6.) Fall Campaign; 7.) California Bike to Work Campaign; 8.) General Marketing; 9.) Rio Vista LIFT Solano WORKS Vanpool Project; 10.) CalWORKS Support.

VIII. ADJOURNMENT

The meeting was adjourned at 3:05 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, March 29, 2006.



Solano Transportation Authority Board Meeting Highlights

March 8, 2006

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 March 8, 2006 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of March 8, 2006. If you have any questions regarding specific items, please give me a call at 424-6008.

BOARD MEMBERS PRESENT:

| | |
|--------------------------------|---------------------|
| Len Augustine (Chair) | City of Vacaville |
| Anthony Intintoli (Vice Chair) | City of Vallejo |
| Steve Messina | City of Benicia |
| Gil Vega (Alternate Member) | City of Dixon |
| Jack Batson (Alternate Member) | City of Fairfield |
| Ed Woodruff | City of Rio Vista |
| Jim Spering | City of Suisun City |
| John Silva | County of Solano |

BOARD MEMBERS ABSENT:

| | |
|--------------------|-------------------|
| Mary Ann Courville | City of Dixon |
| Harry Price | City of Fairfield |

ACTION ITEMS: FINANCIAL

A. FY 2005-06 Mid-Year Budget Revision

Recommendation:

Approve the Mid-Year revision for the FY 2005-06 Budget as shown in Attachment A.

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

B. Alternative Modes Funding Strategy

Recommendation:

Approve the STA's Alternative Modes Funding Strategy as specified in Attachment A.

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

ACTION ITEMS: NON FINANCIAL

A. Intercity Transit Funding Agreement – Status Update

Recommendation:

Approve the following:

1. Guiding Principles for the Funding of Intercity Transit Service as specified in Attachment A.
2. Service Evaluation Parameters as specified in Attachment B.

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

B. State Legislative Update – March 2006

Approve the following:

1. Adopt a watch position on the following bills pertaining to a proposed bond measure for transportation:
 - A. AB 1783 (Nunez)
 - B. SB 1024 (Perata/Torlakson)
 - C. SB 1165 (Dutton)
2. Adopt a support position on AB 2538 (Wolk).
3. Approve the Draft STA Principles for State Infrastructure Financing as specified in Attachment H.
4. Approve the following three transit projects on the STA's priority list of projects for state funding:
 - Vallejo Ferry Terminal
 - Fairfield/Vacaville Rail Station and Capitol Corridor Track Improvements
 - I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vacaville

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

CONSENT CALENDAR ITEMS:

On a motion by Member Spring, and a second by Vice Chair Intintoli, the consent items A through H were approved in one motion.

A. STA Board Minutes of February 8, 2006

Recommendation:

Approve minutes of February 8, 2006.

- B. Review Draft TAC Minutes of February 22, 2006**
Recommendation:
Receive and file.
- C. STA Board Meeting Schedule for Calendar Year 2006**
Recommendation:
Informational.
- D. FY 2005-06 2nd Quarter Budget Report**
Recommendation:
Receive and file.
- E. Contract Amendment with Korve Engineering for North Connector Project (Project Report/Environmental Document)**
Recommendation:
Authorize the Executive Director to approve Amendment No. 3 for the Korve Engineering Contract to extend the term of the contract to March 31, 2007.
- F. Consultant Selection and Contract Approval for Design Services for the North Connector Project**
Recommendation:
Authorize the Executive Director to enter into an agreement with BKF Engineers to provide final design services for the North Connector project for an amount not to exceed \$1,750,000.
- G. FY 2006-07 TFCA 40% Program Manager Guidelines and Call for Projects**
Recommendation:
Approve the following:
 1. FY 2006-07 Solano TFCA 40% Program Manager Guidelines.
 2. Authorize the Executive Director to initiate a Call for Projects for the FY 2006-07 TFCA Program Manager funds.
- H. SolanoLinks Transit Consortium Draft 2006 Work Plan**
Recommendation:
Approve the SolanoLinks Transit Consortium 2006 Work Plan as specified in Attachment A.

UPDATE FROM STAFF

- A. Caltrans Report**
 - 1. Update on Flooding Prevention Activities for I-80**
Doanh Nguyen, Caltrans Project Manager, provided a follow-up report to the lane delineation on I-80 off of Leisure Town Road in Vacaville, the flooding prevention activities along I-80 in Fairfield, and District IV's request for emergency SHOPP funds to repair I-80.

B. MTC Report
None reported.

C. STA Report

1. Proclamation of Appreciation – Jennifer Tongson

Chair Augustine presented a Proclamation of Appreciation to Jennifer Tongson.

INFORMATIONAL ITEMS (No Discussion Necessary)

A. Lifeline Transportation Funding Program

B. Funding Opportunities Summary

ADJOURNMENT

The STA Board meeting was adjourned at 7:00 p.m. The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, April 12, 2006 at the Suisun City Hall Council Chambers.**



DATE: March 14, 2006
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA 2006 Board Meeting Calendar Update

Background:

Attached is the updated STA Board meeting calendar for 2006 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. STA 2006 Board Meeting Calendar

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2006 BOARD MEETING SCHEDULE

| DATE | TIME | DESCRIPTION | LOCATION | STATUS |
|--------------|------------|--|----------------------------|-----------|
| March 29 | 10:00 a.m. | Intercity Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| March 31 | 12 noon | Paratransit Coordinating Council (PCC) | Fairfield Community Center | Confirmed |
| April 12 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| April 20 | 6:30 p.m. | BAC Meeting | STA Conference Room | Tentative |
| April 26 | 10:00 a.m. | Intercity Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| April 27 | 6:00 p.m. | PAC Meeting | STA Conference Room | Tentative |
| May 10 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| May 19 | 12 noon | Paratransit Coordinating Council (PCC) | Fairfield Community Center | Tentative |
| May 31 | 10:00 a.m. | Intercity Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| June 14 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| June 28 | 10:00 a.m. | Intercity Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| July 12 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| August 30 | 10:00 a.m. | Intercity Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| September 13 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| September 27 | 10:00 a.m. | Intercity Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| October 11 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |
| October 25 | 10:00 a.m. | Intercity Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| November 8 | 6:00 p.m. | STA Annual Awards | TBD - Vacaville | TBD |
| November 29 | 10:00 a.m. | Intercity Transit Consortium | STA Conference Room | Confirmed |
| | 1:30 p.m. | Technical Advisory Committee (TAC) | STA Conference Room | Confirmed |
| December 13 | 6:00 p.m. | STA Board Meeting | Suisun City Hall | Confirmed |

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DATE: March 15, 2006
TO: STA TAC
FROM: Sam Shelton, Planning Assistant
RE: Funding Opportunities Summary

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

| <u>Fund Source</u> | <u>Application Available From</u> | <u>Application Due</u> |
|---|--|--|
| Transportation for Clean Air (TFCA), 40% County Program Manager Funds | Robert Guerrero, STA (707) 424-6014 | Due to STA April 13, 2006 |
| Transportation for Clean Air (TFCA), 60% Regional Funds | Karen Chi, BAAQMD (415) 749-5121 | Workshop May 2006 Due June 2006 |



FUNDING OPPORTUNITY:

**Solano Transportation Fund for Clean Air Program
(40% Program Manager Funds)**

Due to STA April 13, 2006

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air Program (40% Program Manager Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

Program Description: The County Program Manager Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a \$4 surcharge on motor vehicles registered in the Bay Area.

Funding Available: \$320,000 is expected in FY 2006-07.

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

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.asp

Program Contact Person: Robert Guerrero, Associate Planner, 707.424.6014



FUNDING OPPORTUNITY:

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

Due to STA April 13, 2006

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air Program (60% Regional Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

Program Description: The Regional Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a \$4 surcharge on motor vehicles registered in the Bay Area.

Funding Available: Approximately \$10 million is expected to be available in FY 2006-07 for the Bay Area. The minimum grant for a single project is \$10,000 and the maximum grant is \$1.5 million.

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

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/tfca/

| | | | |
|-------------------------|---|--------------------|--|
| Program Contact Person: | Heavy-duty Vehicles (including repowers & retrofits) New Bus Purchases | Joseph Steinberger | jsteinberger@baaqmd.gov |
| | Bicycle Facility Improvements | Alison Kirk | akirk@baaqmd.gov |
| | Shuttles & Feeder Bus Services, Rideshare Programs, Rail-Bus Integration, Regional Transit Information | Andrea Gordon | agordon@baaqmd.gov |
| | Arterial Management Projects, Smart Growth Projects, Demonstration of Congestion Pricing or Telecommuting | Karen Chi | kchi@baaqmd.gov |

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DATE: March 10, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: STA Draft Highway Corridor Operational Policy Purpose and Scope

Background:

Currently the Solano Transportation Authority (STA) does not have a Highway Corridor Operational Policy(s) that would provide guidance for capital improvement projects along the highway corridors in the County related to the operational areas of Intelligent Transportation Solutions (ITS), Ramp Metering, High Occupancy Vehicle (HOV) Lanes, and visual features such as landscaping, hardscaping, and sound walls aesthetics. A Highway Corridor Operational Policy would provide implementing agencies such as, STA, the seven cities, the County and Caltrans uniform guidelines in consideration of these features.

Discussion:

Solano County is productively working to improve its highway corridors. While all the improvements are needed and vital to the growing demands of the county, they are being completed independently by Caltrans and STA with respect to long range ITS vision, ramp metering, HOV Lanes and a linking visual look relating the improvements throughout the county.

STA, in conjunction with the Technical Advisory Committee (TAC) and Caltrans, need to develop policies that will provide this vision for future improvements. STA recommends developing a set of operational policies with the stakeholders that will agree on roles and responsibilities of each agencies. STA is proposing to seek funding from the Metropolitan Transportation Commission (MTC) to hire a consultant to develop in conjunction with the STA, local agencies, and Caltrans the Policy(s). In addition, the consultant will participate in coordinating with the agencies in adopting the Highway Corridor Operational Policy(s).

The Purpose of the Policy is to develop policy(s) relating to long term planning, corridor management, and visual implementation. Development of the policy(s) is to be done with all stakeholders. To make such policies effective, each potential implementing agency would need to adopt such policies.

The Scope of the Policy would be limited to features that are included in highway projects and constructed within Caltrans Right-of-Way.

Fiscal Impact:

The estimated cost for the consultant contract is \$100,000 which STA will seek funding from MTC.

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to:

1. Refine the Purpose and Goals of the Highway Corridor Operational Policy(s) with the TAC.
2. Seek funding from MTC to retain a consultant to develop Highway Corridor Operational Policy(s).



DATE: March 10, 2006
TO: STA TAC
FROM: Sam Shelton, Planning Assistant
RE: Safe Routes to Schools (SR2S) Study
Public Outreach Process and Steering Committee Appointments

Background:

In July 2005, the STA adopted the Solano Travel Safety Plan, Phase 1, an update of the safety plan developed in 1998 by the STA. The Solano Travel Safety Plan identifies vehicle accident rates along major intersections in each jurisdiction and along highway segments in Solano County, and also identified pedestrian and bicycle accident rates in each jurisdiction.

In September 2005, STA retained Alta Planning + Design to conduct the Safe Routes to Schools / Safe Routes to Transit (SR2S/SR2T) Study, which is Phase 2 of the Solano Travel Safety Plan. Phase 2 will expand on the findings from Phase 1 by identifying and prioritizing a list of potential bicycle/pedestrian improvements and safety projects specifically eligible for the State Safe Routes to Schools Program (SR2S) and the Regional Safe Routes to Transit Program (SR2T).

The SR2S Program is intended to improve and enhance the safety of pedestrian and bicycle facilities and related infrastructures to provide safe passage around schools. Eligible projects will include capital improvement projects as well as education, enforcement and encouragement activities and programs that are incidental to the overall cost of the project, such as developing safety and health awareness materials and education programs.

The SR2T Program will be developed after the SR2S Program has been developed. In the meantime, SR2T applications should be consistent with existing STA plans, such as the Solano Transportation for Livable Communities Plan, Solano Countywide Pedestrian Plan and Solano Countywide Bicycle Plan.

During December 2005, Alta Planning + Design surveyed STA's member agencies to create an existing conditions report which included:

- 1) Existing and programmed SR2S and SR2T projects/programs in Solano County to serve as a benchmark for the study;
- 2) Planned/proposed SR2S and SR2T projects that local agencies will be seeking future funding to implement;
- 3) Available existing bicycle/pedestrian collision or count data in order to assist in prioritizing future project needs.

Attached are the results of the existing conditions surveys (See Attachment B).

Discussion:

Over the next year, STA will be coordinating an extensive SR2S public input process. This effort will gather input from local agencies, school districts, and the public on existing and planned efforts, as well as other local safety needs and potential SR2S projects. The public input effort will target local city councils, Solano County school boards and institutions, the Solano County Board of Supervisors, the STA Board, SolanoLinks Transit Consortium, the STA Technical Advisory Committee (TAC), Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), and the Paratransit Coordinating Council (PCC).

The SR2S outreach process is split into three major phases:

- 1) City Council & School District Board presentations
- 2) Community Task Force meetings
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study.

Phase 1: City Council & School District Board presentations

SR2S introduction presentations will be given to these groups to brief them on the STA's proposal Safe Routes to School Program. They will then be requested to make appointments to their local SR2S Community Task Forces. These initial presentations will be held from mid-April to early June 2006.

Phase 2: SR2S Community Task Force meetings

The STA will help facilitate public input meetings in coordination with Community Task Forces, each responsible for creating a local list of prioritized SR2S projects and program priorities.

Members of each task force will include:

- City Council appointment
- School District Board appointment
- Police Department representative
- STA TAC local representative
- STA BAC local representative
- STA PAC local representative

STA will provide each task force with meeting materials such as summary handouts, maps, survey forms, and other outreach and marketing materials. Each local priority list will be brought before their City Council and School District Board for a recommendation to adopt and for the STA Board to incorporate their list into STA's SR2S Study.

STA expects to coordinate with two to three SR2S Community Task Forces every three months, ending Phase 2 by about June 2007. (See Attachment A)

- September-November 2006
Benicia and Vacaville
- January-March 2007
Vallejo, Dixon, and Rio Vista
- April-June 2007
Fairfield/Suisun, Travis, and Solano Community College

Phase 3: SR2S Study Adoption

STA will complete the SR2S Study, including a Countywide SR2S Priority Projects List in the fall of 2007. Each of the STA Board's advisory committees will be asked to give a recommendation to the STA Board to adopt the study. The STA Board will be asked to approve the SR2S Study by the end of 2007.

SR2S Steering Committee

Before each Community Task Force can begin to list and prioritize their SR2S projects, they must have clear SR2S Goals, Objectives, and Criteria to follow. A SR2S Steering Committee, comprised of eight (8) members along with STA staff and Alta Planning + Design will help create these goals, objectives, and criteria.

The SR2S Steering Committee is proposed to be composed of:

- Two TAC appointed representatives (Appointed on March 29th)
- Two Police Department representatives
- Two Solano County Office of Education appointed representatives (Appointed on April 14th)
- STA BAC Chair
- STA PAC Chair

This committee will also help refine the Phase 2 public input process. The committee will recommend the SR2S Goals, Objectives, and Criteria to the STA TAC in May 2006. The STA TAC will recommend the goals, objectives, and criteria to the STA Board in June 2006.

Recommendation:

Appoint two (2) Technical Advisory Committee members to the Safe Routes to School (SR2S) Steering Committee.

Attachments:

- A. Draft SR2S Public Input Schedule
- B. Draft Existing Conditions Report

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DRAFT 2006/2007 Solano Safe Routes to Schools Public Outreach Schedule

| Phase 1: City Council & School District Board presentations | | | |
|--|--|--|---|
| Date | City Council Meetings | School District Meetings | STA Meetings |
| 2006 | | | |
| April | | | |
| 12 | | | STA Board SR2S Outreach Process presentation, 6:00 pm |
| 14 | | Solano Office Of Education, 11:00 am | |
| 18 | | River Delta USD, 6:30 pm | |
| 19 | | Vallejo USD, 5:00 pm | |
| 25 | Dixon, 7:00 pm & Vacaville, 9:00 pm | | |
| May | | | |
| 2 | Benicia, 7:00 pm | | |
| 3 | | Solano Community College, 7:00 pm | |
| 4 | | Benicia USD, 7:00 pm | |
| 8-12 | SR2S Steering Committee Meeting - creates goals, objectives, and criteria | | |
| 9 | | Travis USD, 5:00 pm | |
| 16 | Suisun City, 7:00 pm & Fairfield, 9:00 pm | | |
| 18 | | Vacaville USD, 5:00 pm & Dixon USD, 7:00 pm | |
| 25 | | Fairfield/Suisun USD, 7:00 pm | |
| 23/30 | Vallejo, 7:00 pm | | |
| 31 | | | EAC recommends SR2S Goals, Objectives, and Criteria to STA Board |
| June | | | |
| 1 | Rio Vista, 7:00 pm | | |
| 14 | | | STA Board Adopts SR2S Goals, Objectives, and Criteria (renew Alta's contract) |
| June-August | City Councils appoint SR2S Community Task Force members | School Districts appoint SR2S Community Task Force members | STA Staff & Alta Planning + Design create meeting materials |

| | | | |
|--|--|---------------------------------------|--|
| Phase 2: SR2S Community Task Force meetings | | | |
| September, October, & November | <ul style="list-style-type: none"> • Benicia and Vacaville Public Outreach meetings • City Councils and School Boards adopt local priority lists | | |
| 2007 | | | |
| January, February, & March | <ul style="list-style-type: none"> • Vallejo, Dixon, and Rio Vista Outreach meetings • City Councils and School Boards adopt local priority lists | | |
| April, May, & June | <ul style="list-style-type: none"> • Fairfield/Suisun, Travis, and Solano Community College Public Outreach Meetings • City Councils and School Boards adopt local priority lists | | |
| July-August | | | STA Staff & Alta Planning + Design complete SR2S Study |
| Phase 3: SR2S Study Adoption | | | |
| September & October | | Office of Education Adopts SR2S Study | STA advisory committee recommend study adoption |
| December | | | STA Board Adopts SR2S Study |

**Solano County Safe Routes to School and Transit
Draft Existing Conditions Report**

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1. PLANNING AND POLICY CONTEXT

This chapter provides an overview of planning and policy documents from the Solano County Transportation Authority that is relevant to the development of the Solano County Safe Routes to School and Transit Study. Each plan or study is summarized in the context of how it contributes to the development of the Solano County Safe Routes to School or Safe Routes to Transit Study. Of particular use to this document are lists of recommended projects identified and prioritized with associated cost estimates and conceptual designs. Most of the following documents are focused on transit related initiatives. There are some references to school related access, however information is mostly only provided in the form of maps that include school locations.

1.1. SOLANO COMPREHENSIVE TRANSPORTATION PLAN - CTP 2030

1.1.1. TRANSIT ELEMENT

Date Adopted: January 2005

The Transit Element of the Comprehensive Transportation Plan provides a strategy for doubling the number of daily transit trips by 2030 through a combination of intercity bus, intercity passenger rail, ferry, paratransit and transit support facilities. The Transit Element includes a summary of transit studies completed and underway, goals and objectives to provide vision for an expanded network, an assessment of existing travel demand and projected growth in demand, a baseline assessment of transit service provider responsibilities and capacities, and funding sources. The plan provides a useful snapshot of financial and statistical figures for each service provider. Most pertinent to development of the Safe Routes to Transit portion of the plan is the section on Intercity Transit Support System Elements, starting on page 89. This section describes planned improvements to existing intermodal stations and plans for new intermodal stations. A summary of capacities for existing park and ride lots, park and ride lot expansion sites as well as proposed new sites are included. Recommendations to improve intermodal bus transit oriented centers and intermodal ferry and rail centers are also included in the text of this plan, however most of the improvements are covered in minimum detail.

1.1.2. ALTERNATIVE MODES ELEMENT

Date Adopted: January 2005

The Alternative Modes Element of the Comprehensive Transportation Plan is driven by three goals: 1) Ensuring the connection between land use and transportation planning, 2) Revitalizing existing urban centers, 3) Identifying Transportation for Livable Communities Projects that achieve these goals. The Alternative Modes Element also includes Objectives that include developing new plans and studies as well as keeping existing alternative mode plans current. The objectives promote the development of comprehensive support systems and infrastructure for: 1) bicycling and walking, 2) multi-modal connections, 3) Transportation for Livable Communities (TLC) projects, 4) ridesharing, 5) alternative fuels, and 6) transit. The plan further describes each of these alternative mode sub-elements, referencing existing documents and summarizing goals and policies stated in each jurisdiction that supports the modes while providing brief descriptions of relevant program funding sources, background federal, state

1. Planning and Policy Context DRAFT

and local legislation to provide context. Specific projects are identified in each plan in addition to a brief listing of priority projects with accompanying countywide maps highlighting existing and proposed bike and pedestrian paths, lanes and routes. The alternative modes element provides a comprehensive inventory, highlighting priority projects within each plan, although for the purposes of this study, the individual referenced plans will provide a more complete list of projects to be considered.

1.2. COUNTYWIDE BICYCLE PLAN

Date Adopted: January 2004

The 2004 Solano Countywide Bicycle Plan is the most recent edition of the first plan created in 1995. Since 1995 this is the third Caltrans Bicycle Transportation Account (BTA) eligible update. The plan includes standard BTA required elements: a) estimated number of existing and projected bicycle commuters, b) map and description of existing and proposed land uses, c) map and description of existing and proposed bikeways, d) map and description of existing and proposed bicycle parking, e) map and description of existing and proposed bicycle parking facilities adjacent to transit centers, f) map and description of existing and proposed bicycle changing and showering facilities, g) descriptions of bicycle safety and education programs, h) community involvement in developing the plan, i) description of the plans consistency with other plans, j) list of proposed and prioritized projects, k) description of past bicycle facility expenditures. Since the creation of the 2004 plan, 30.4 miles out of 416 miles of roadway in the county carry bicycle lane, while off-street bikeways (dedicated non-automotive) total 13 miles. The 2004 plan calls for a comprehensive bikeway network of 138 miles, comprised of Class I multi-use paths, Class II bike lanes and Class III bike routes. The plan was updated with feedback from the County Bicycle Advisory Committee and will rely on the BAC to provide guidance for project implementation.

Solano Yolo Bikelinks Map 2004 – this map was developed as a recommendation of the Countywide Bicycle Plan. The Map provides a map of all bicycle facilities in the vicinity of Solano and Yolo Counties. The Map also provides user guidance on proper riding protocol, hand signals and contact information for support resources such as local bicycle groups and bike shops.

1.3. COUNTYWIDE PEDESTRIAN PLAN

Date Adopted: October 2004

The Countywide Pedestrian Plan was developed as a complete tool kit for aiding member jurisdictions with developing programmatic framework within their respective administrations. The tools are designed to provide background information that is easily adapted for use in grant applications, or outreach and marketing materials. Key features of this Plan that will be useful for developing the Safe Routes to School and Transit Study include summaries of collision statistics for each jurisdiction, a complete cost for implementing planned pedestrian projects, totaling \$25 Million, relevant land use policies for member jurisdictions, and descriptions of existing safe routes to school programs. Currently the City of Benecia has the most active program, while other jurisdictions have begun to apply for and receive funding. The plan also provides sample pedestrian design guidelines, a countywide inventory of pedestrian facilities and projects categorized by type with narrative descriptions and maps of pedestrian centers.

1.4. TRANSPORTATION FOR LIVABLE COMMUNITIES PLAN

Date Adopted: October 2004

This plan is a coordinated strategy document that provides the policy background for the concept of Transportation for Livable Communities and identifies projects suitable for application to the Metropolitan Transportation Commission's (MTC) Transportation for Livable Communities and Housing Incentives Programs. To date Solano County has received over \$3.5 Million in TLC funding. Funded projects include the Dixon Streetscape Revitalization Project, Jepson Parkway Bikeway Segments 9 and 10 in Suisun City, Downtown RioVista Revitalization Plan, Suisun City Main Street, Vacaville Davis Street, Vallejo Sereno Transit Village, and Vallejo Georgia Street.

The plan further provides an inventory of identified projects, cost estimates and project development sheets. These projects will be useful in identifying the Safe Routes to Transit portions of the plan. Much of this will be easily adapted for SR2T program eligibility. Most of the proposed projects are focused on three themes: Transit access, Housing, bikeways and streetscapes.

1.5. I-80 / I-680 / I-780 TRANSIT CORRIDOR STUDY

Date Adopted: July 2004

A significant amount of the work completed for *I-80 / I-680 / I-780 Transit Corridor Study* the could benefit the current study, in particular the evaluation of bus stop locations, demand estimation, and cost estimates. The following summarizes the most relevant components of the rail study.

This report describes the existing condition and future expansion of intercity bus routes within the region including and surrounding Solano County. The focus on the plan is primarily on intercity travel to and from the county to three key portals including the Vallejo Ferry Terminal, Pleasant Hill BART Station and El Cerrito Del Norte Station. There are currently eight intercity bus routes operated by Solano County transit agencies. One route extends to Davis and Sacramento, two routes connect to the Pleasant Hill BART Station, two routes connect to the Vallejo Ferry Terminal and three routes connect to the El Cerrito del Norte BART Station. Together the eight regional bus routes serve 3,540 weekday passenger trips. Due to Solano County's high rate of ridesharing, the plan makes an explicit attempt to assess Park & Ride lot conditions and potential for expanding transit to these portals to transit which are rapidly growing in popularity. The recommendations provided in this document primarily focus on revising existing routes to respond better to ridership demands and additional new routes to the destination portals.

The document provides service performance characteristics of each transit line, a fare matrix; congestions patterns and trends; plans for HOV expansion. Chapter 3 Existing Park and Ride and Transit Center Facilities, is the most relevant to this study as it includes conceptual design plans for proposed improvements. Useful maps and descriptions of locations of employers with over 200 employees are also included in the plan.

1.6. SOLANO COUNTY SENIOR AND DISABLED TRANSIT STUDY

Date Adopted: June 2004

The goal of this study is to characterize travel needs of a rapidly aging population as well as the disabled community. The study provides a comprehensive list of trip destinations and summaries of extensive surveying and stakeholder interviews. The plan provides short, mid and long term recommendations for both fixed route service and paratransit service. The primary issue for all of these recommendations is the lack of frequency and lack of service on weekends. Additionally the plan identifies a high and short term priority for providing driver sensitivity training. Other issues that need remedying are improved access to published schedules, dedicated access to grocery stores, pharmacies and medical offices. Additionally the study identifies a need to increase paratransit service capacity by improving understanding scheduling software and disincentives for no-shows. Cost estimates were provided for all the programs.

1.7. TRAVEL SAFETY STUDY - PHASE 1

Date Adopted: July 2005

The Solano Travel Safety Plan identifies vehicle accident rates along major intersections in each jurisdiction and along highway segments in Solano County, and also identifies pedestrian and bicycle accident rates in each jurisdiction. The Phase 1 Solano Travel Safety Plan is an update of the safety plan developed in 1998. Phase 2 of the Travel Safety Plan will expand on the findings from Phase 1 by identifying and prioritizing a list of potential bicycle/pedestrian improvements and safety projects specifically eligible for the State Safe Routes to Schools Program (SR2S) and the Regional Safe Routes to Transit Program (SR2T). This document serves as Phase 2 of the 2005 Travel Safety Study 2005 update.

1.8. STATE ROUTE 12 TRANSIT CORRIDOR STUDY

Date Adopted: October 2005

This study provides recommendations for improving intercity transit connections between Solano and Napa Counties. The study is nearing completion with a draft version currently circulating for comments. The study sets forth proposed transit route alignments and a three part phased system for implementing recommendations. The ultimate goal is to provide transit connections between Rio Vista and the Napa Valley along the State Route 12 corridor. The plan objectives related to improved safety for transit access will be integrated into long range aspects of Safe Routes to Transit portion of the study as these routes do not currently exist.

1.9. JEPSON PARKWAY CONCEPT PLAN

Date Adopted: May 2000

The Jepson Parkway Concept Plan was developed with the assistance of MTC's Transportation for Livable Communities Planning Grant. The goal of this plan was to provide an essential north-south connection in Solano County, relieve increasing congestion, embed multi-modal options in roadway

planning, preserve open space and utilize land use policies to enhance improved usage of alternative modes. The 12 mile Parkway spans the distance between the I-80/Leisure Town Road Interchange in Vacaville to the State Route 12/Walters Road intersection in Suisun City. The Plan is divided into five elements: Transit, Bicycle and Pedestrian, Landscape, Land Use/Design, and Roadway Phasing and Management. The document identifies existing bus routes, transit stations, planned bus stop locations and school locations. No explicit plans for connecting to schools are included.

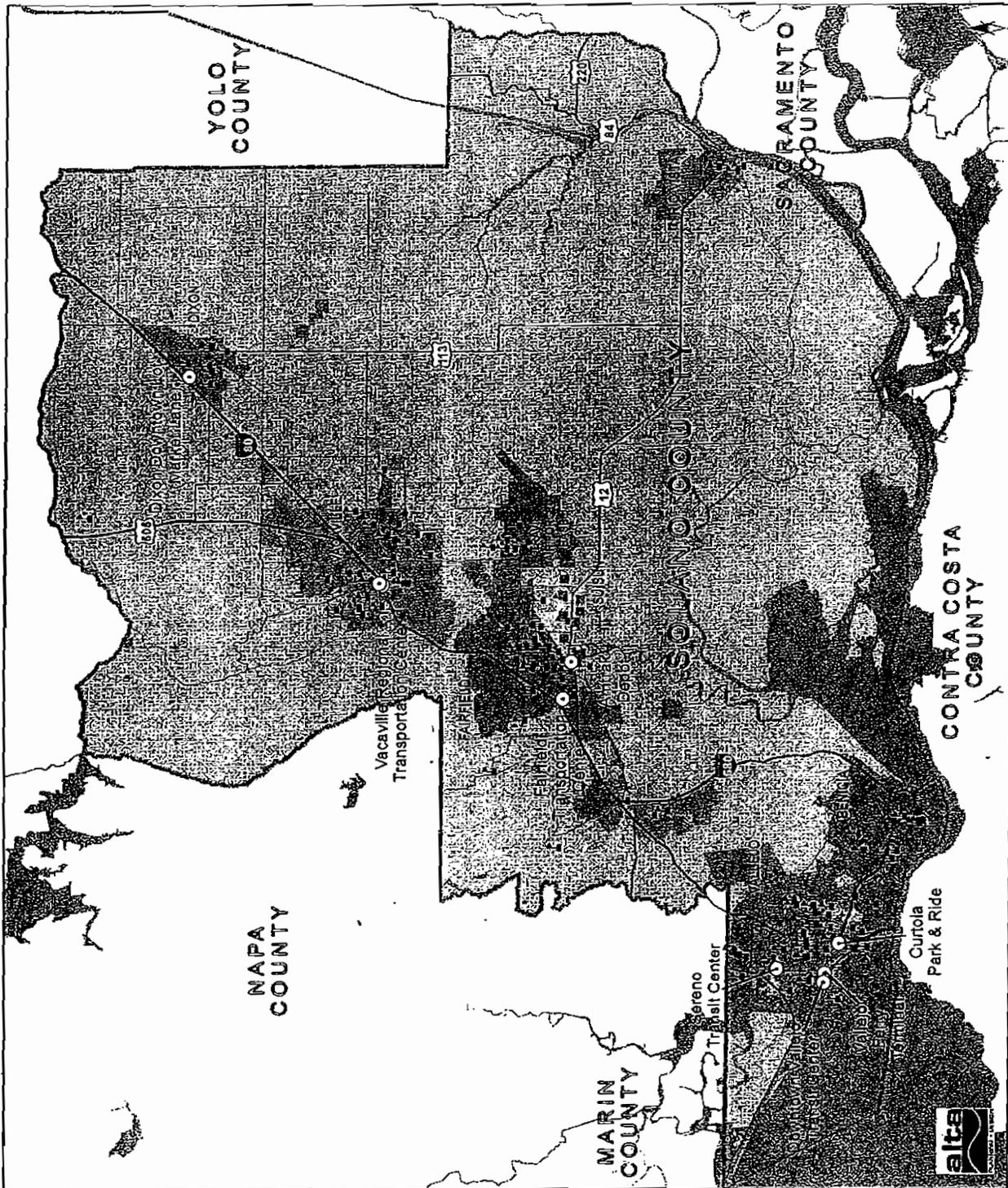
AGENCY RESPONSE TO SAFE ROUTES TO SCHOOL AND TRANSIT PROJECTS SURVEY (02/08/06)

| City | Lead Agency | Planned | Approved | Estimated Construction Budget | Estimated Funding | Estimated Start | Estimated End | SR25 | SR2T | Description | Location |
|---------------|-------------|---------|----------|-------------------------------|---------------------------|-----------------|---------------|------|------|---|--|
| Dixon | | | | | | | | | | No survey response submitted | |
| Fairfield | | | | | | | | | | No survey response submitted | |
| Rio Vista | | | | | | | | | | No survey response submitted | |
| Solano County | DRM | X | | | Two Years after funding | \$250,000 | X | | | Homeacres Ave Sidewalk Installation | Homeacres community to Beverly Hills ES - West Side of Homeacres Ave |
| Solano County | DRM | X | | | One year after funding | \$100,000 | X | | X | Beneicia Rd Lighted Crosswalk at Taylor Ave | Homeacres community |
| Solano County | DRM | X | | | One year after funding | \$125,000 | X | | X | Beneicia Rd Lighted Crosswalk at Starr Ave | Starr Subdivision |
| Solano County | DRM | | X | | 2006 | \$500,000 | X | | | Fulton Ave Sidewalk Installation | Homeacres community to Beverly Hills ES - North Side of Fulton Ave |
| Solano County | DRM | X | | | Two Years after funding | \$400,000 | X | | X | Tolenas Ave Sidewalk Installation | Tolenas community to Tolenas ES West Side of Tolenas Ave |
| Solano County | DRM | X | | | Two Years after funding | \$800,000 | X | | X | Old Town Cordelia Sidewalk Installation | Cordelia community to Rodriguez HS |
| Solano County | DRM | X | | | Three Years after funding | \$3,000,000 | X | X | X | Cantelaw Rd Multi-Use Path Installation | English Hills community to Browns Valley ES - North Side of Cantelaw Rd b/t English Hills Rd And Timm Rd |

FIGURE 1

Solano County
Existing Conditions 2006

- Legend
- Schools
 - Parks
 - Interstate Highway
 - State Route
 - Major Roads
 - Transit Centers



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FIGURE 2

**City of Benicia
Existing Conditions 2006**

Legend

-  Schools
-  Parks
-  Interstate Highway
-  State Route
-  Major Roads
-  Government Buildings
-  Police Stations



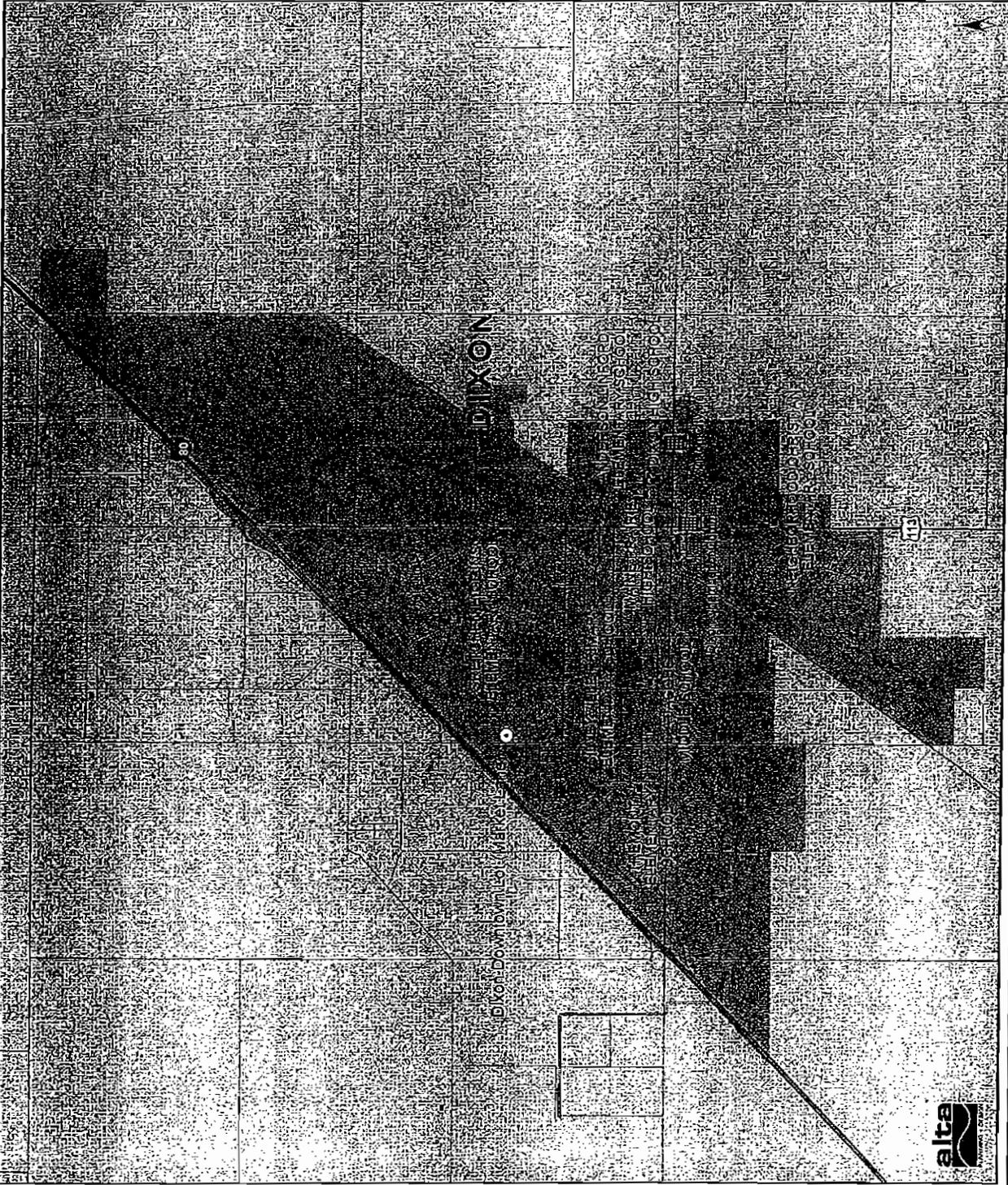
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FIGURE 3

City of Dixon
Existing Conditions 2006

- Legend
- Schools
 - Parks
 - Interstate Highway
 - State Route
 - Major Roads
 - Government Buildings
 - Police Stations
 - Transit Centers



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0 0.125 0.25 0.5 0.75 1 Miles

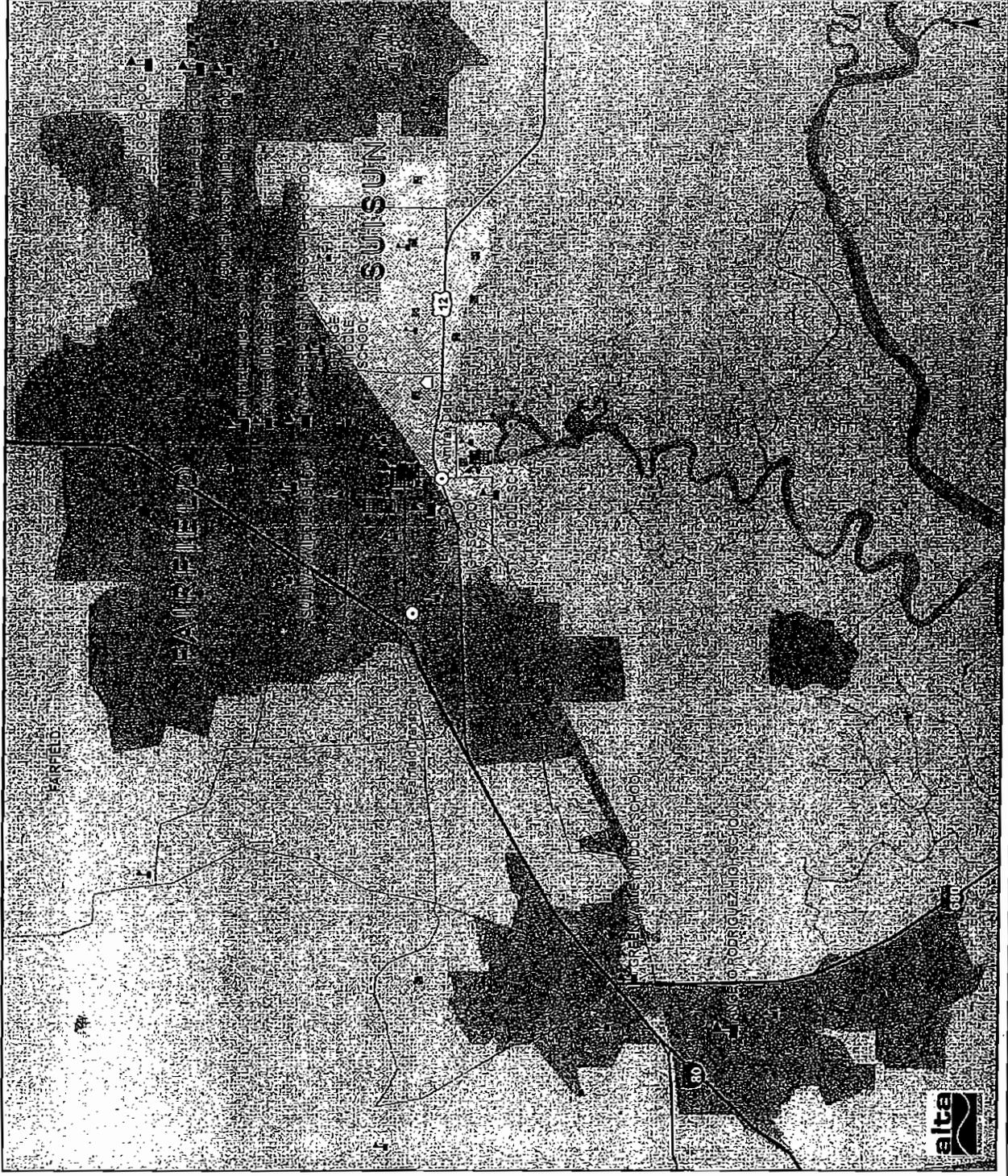


FIGURE 4

**Cities of Fairfield and Suisun
Existing Conditions 2006**

Legend

-  Schools
-  Parks
-  Interstate Highway
-  State Route
-  Major Roads
-  Government Buildings
-  Police Stations
-  Transit Centers



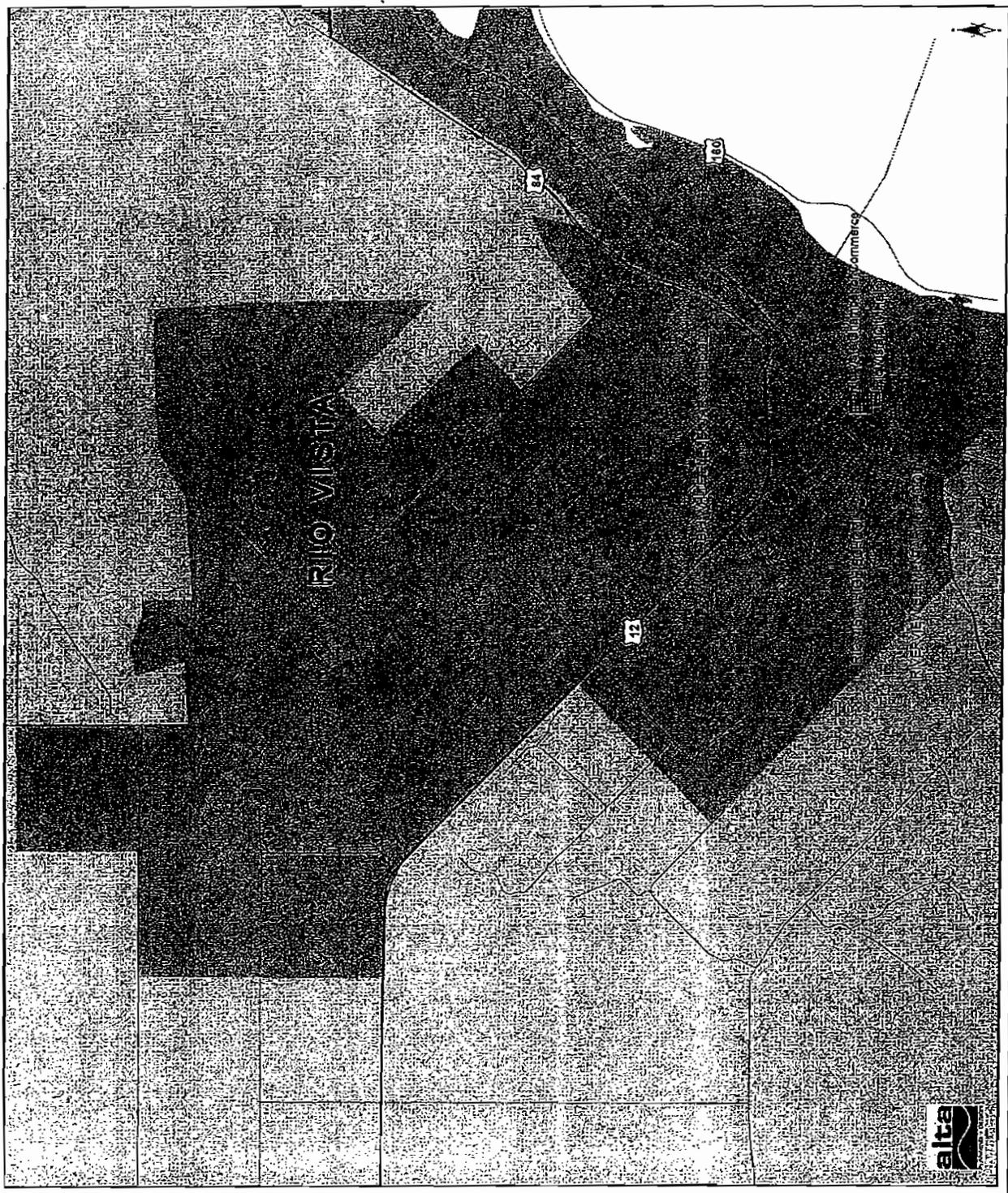
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FIGURE 5

City of Rio Vista
Existing Conditions 2006

- Legend
- Schools
 - Parks
 - Interstate Highway
 - State Route
 - Major Roads
 - Government Buildings
 - Police Stations
 - Transit Centers



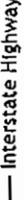
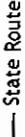
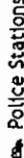
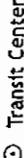
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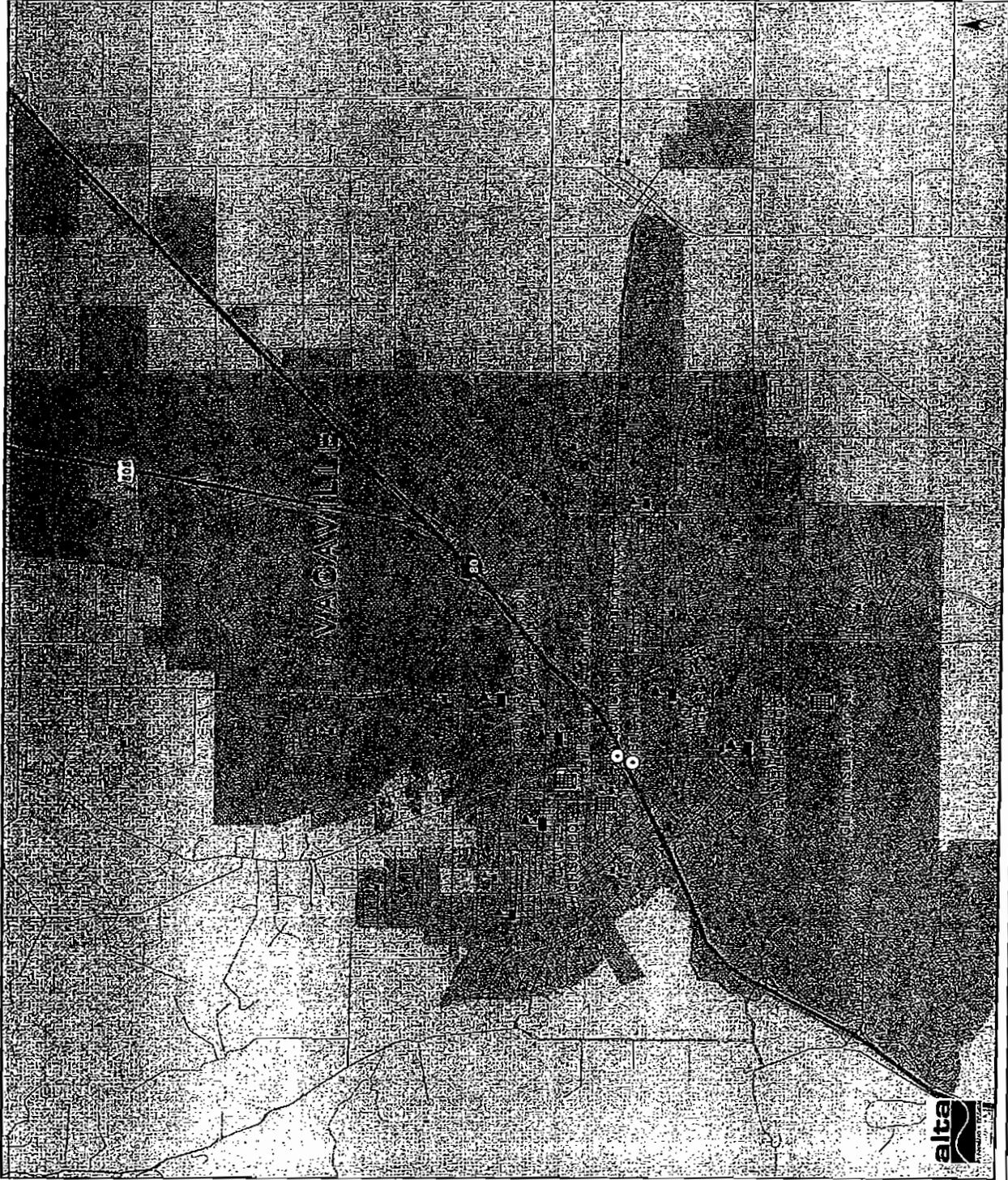


FIGURE 6

City of Vacaville
Existing Conditions 2006

Legend

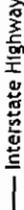
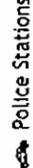
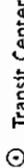
-  Schools
-  Parks
-  Interstate Highway
-  State Route
-  Major Roads
-  Government Buildings
-  Police Stations
-  Transit Centers

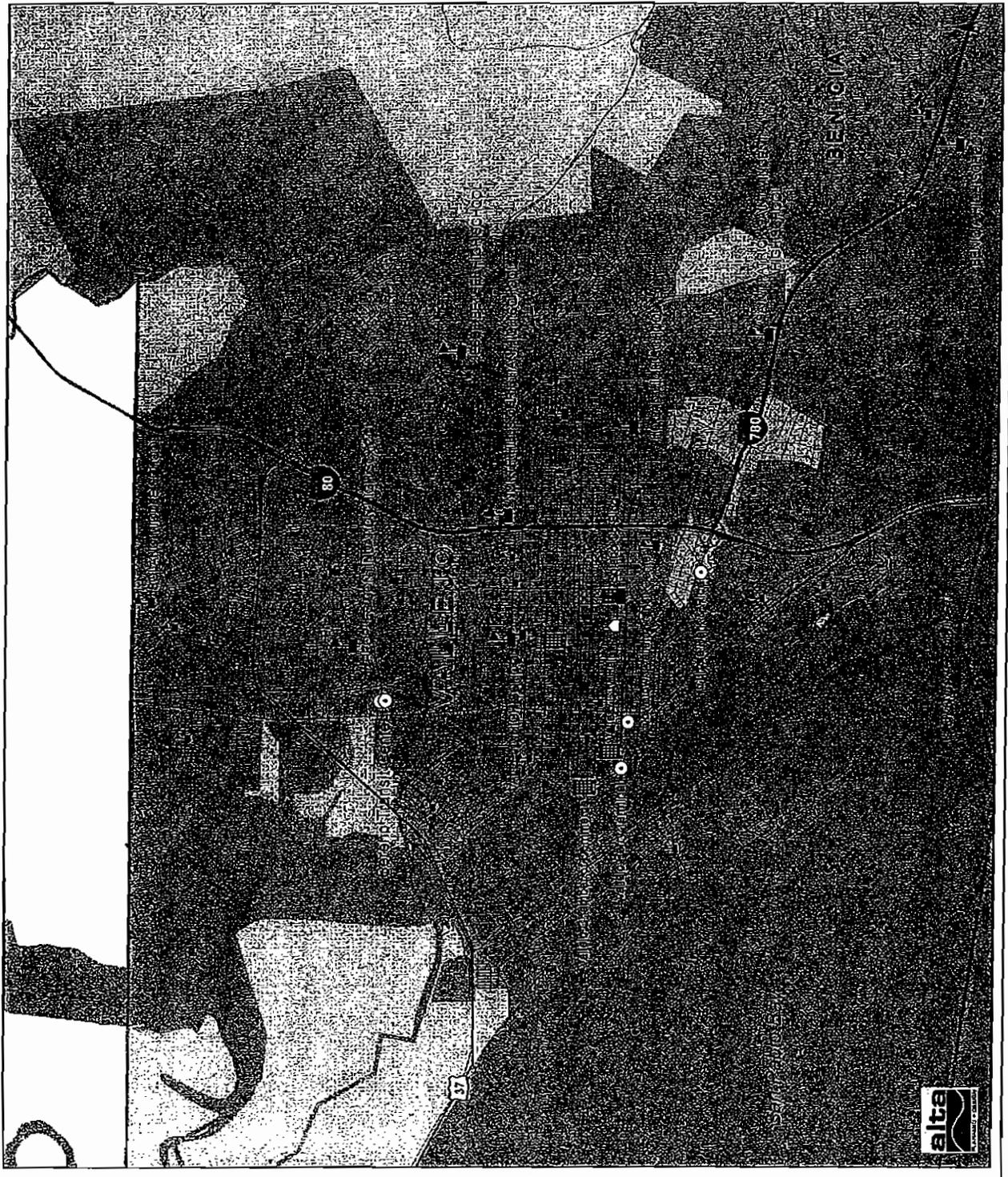


DRAFT MAP



FIGURE 7
City of Vallejo
Existing Conditions 2006

- Legend**
-  Schools
 -  Parks
 -  Interstate Highway
 -  State Route
 -  Major Roads
 -  Government Buildings
 -  Police Stations
 -  Transit Centers



DRAFT MAP





DATE: March 13, 2006
TO: STA TAC
FROM: Robert Guerrero, Associate Planner
RE: MTC Routine Accommodation of Bicyclist and Pedestrians in the Bay Area

Background:

Staff from the Metropolitan Transportation Commission (MTC) completed the Draft Routine Accommodation for Bicyclists and Pedestrians in the Bay Area report with nine recommendations for the MTC Commission to consider approving in either April or May 2006. MTC developed the report during the last several months as part of the Transportation 2030 Calls to Action to address non-motorized transportation needs. The report documents federal, state and regional policies that address the need to consider non-motorized transportation projects as part of the development of all transportation project types (i.e. highways, freeways, local streets and roads improvements). It discusses inconsistencies with policies and actual current planning processes and provides case studies exemplifying these issues.

Discussion:

Although MTC staff began to incorporate routine accommodations considerations policies as part of the newest Transportation Improvement Program (TIP) process, the report states that Caltrans does not have any specific guidelines for non-motorized facilities for developing Project Initiation Documents (PID) and Project Study Reports (PSR). This is relevant in that PID includes the purpose and need of a project and PSR's are the basis for a project's design and construction.

Furthermore, MTC staff interviewed transportation project managers from Congestion Management Agencies, Caltrans, county, transit agencies, and local agencies. Four out of the thirty-four project managers interviewed did not consider bicycle accommodations for their projects due to a misunderstanding that there were no bicycle projects planned for the project location when in fact there were plans developed. As a result, the projects completed by the four project managers did not consider bicycle options in the final design of their projects. Therefore, MTC concluded that these examples point to a need for more comprehensive policy for including routine accommodations as part of the project development process.

With the support of MTC's Bicycle Working Group, MTC staff created nine recommendations as specified in Attachment A to encourage greater levels of routine accommodation. The recommendations were identified under three specific categories:

- Project Planning and Design
- Project Funding and Review
- Training

STA staff has reviewed the proposed recommendations provided in the report and recommends support for MTC's overall effort. However, MTC staff is recommending that TDA Article 3, Regional Bike/Ped, and TLC funds be restricted to be used only for improvements to existing sub-standard facilities that are not part of a roadway rehabilitation project, or in cases where the non-motorized costs exceed 15%. MTC staff further recommended that the funding be restricted to not fund new non-motorized facilities that need to be built to mitigate roadway construction activities. While STA staff agrees that there is a need to further consider routine accommodations as part of project development, staff does not see the need to restrict potential bicycle and pedestrian funds to accomplish this goal. Therefore, STA staff does not support this specific recommendation.

The Congestion Management Agency (CMA) Directors discussed MTC's Routine Accommodations report and a separate proposal by MTC to delegate 100% of the Regional Bicycle/Pedestrian funds to the CMAs at their last meeting held on February 24, 2006. Solano County currently receives a total of 75% of the Regional Bicycle/Pedestrian funds for local programming which is approximately \$1.4 million every four years. MTC's proposal would add an additional \$465,000 of funding to Solano County's share every four years starting in FY 2009-10. The CMA Directors agreed to support this new proposal in their attached letter to MTC; however, they did not support MTC's Routine Accommodations recommendation for restricting bicycle/pedestrian funding (see Attachment B).

Recommendation:

Forward a recommendation to request MTC's routine accommodation recommendations for bicycle and pedestrian projects not restrict the amount, percentage or use of potential bicycle and pedestrian project funding.

Attachments:

- A. MTC's Recommendations for Routine Accommodation of Bicyclists and Pedestrian in the Bay Area
- B. Bay Area CMA Directors Letter

Draft Understanding Routine Accommodations for Bicyclists and Pedestrians in the Bay Area Recommendations

Project Planning and Design

1. Recommendation: Caltrans and MTC will make available routine accommodations reports, publications available on their respective websites.
2. Recommendation: Caltrans District 4 will maintain a database and share a list of ongoing Caltrans and local agency PIDs and PSRs either quarterly or semi-annually at the District 4 Bicycle Advisory Committee to promote local non-motorized involvement in projects on the state highway system.

Funding and Review

3. Recommendation: MTC will continue to support the use of TDA funds for bicycle and pedestrian planning, with special focus on the development of new plans.
4. Recommendation: MTC's regional discretionary fund programming policies shall ensure project sponsors consider the accommodation of non-motorized travelers consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regionally discretionary-funds must include bicycle and pedestrian facilities at those locations called for in applicable plans and standards unless those facilities exceed 15% of the total project cost.
5. Recommendation: TDA Article 3, Regional Bike/Ped, and TLC funds shall be reserved for improvements to existing sub-standard facilities that are not part of a roadway rehabilitation project, or in cases where the non-motorized costs exceed 15% in #4 above. Further, TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund new non-motorized facilities that need to be built to mitigate roadway construction activities.
6. Recommendation: MTC will monitor how the needs of non-motorized users of the transportation system are being considered and accommodated in the design and construction of transportation projects by auditing candidate TIP projects.
7. Recommendation: Caltrans shall develop an online form to serve as a checklist review for state highway and interchange projects at system planning or project initiation phase. Caltrans shall monitor select projects based on their online forms and the proposed checklist.
8. Recommendation: Caltrans, CMAs and local agencies shall have BPACs review projects during the design stage to provide input on appropriate bicycle and/or pedestrian facilities for proposed projects. BPACs shall include members that understand the range of transportation needs of bicyclists, pedestrians and the disabled.

Training

9. Recommendation: Caltrans and MTC will continue to host project manager and designer training sessions to staff and local agencies to promote routine accommodation Deputy Directive 64.

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Bay Area CMA Directors

March 1, 2006

RECEIVED

Steve Heminger
Executive Director, MTC
101 Eighth Street
Oakland, CA 94607-4700

MAR - 6 2006

SOLANO TRANSPORTATION
AUTHORITY

RE: Comments on "Routine Accommodation of Bicyclists and Pedestrians in the Bay Area" Recommendations

Dear Steve:

MTC staff reviewed the results and proposed recommendations from the "Routine Accommodation of Bicyclists and Pedestrians in the Bay Area" Study at our meeting of February 24th. MTC is to be commended for developing an inventory of bike and pedestrian accommodation in the Bay Area. This should prove to be useful to MTC and the Counties.

MTC's recent draft Strategic Plan recommends there be increased delegation of the bicycle/pedestrian program to the CMA's. The study states, "While the Commission should continue to establish overall policy guidance and project selection criteria consistent with the adopted Bicycle and Pedestrian Program, it would be more efficient and cost-effective to delegate 100% of project selection to the CMA's rather than have two separate processes". The Directors agree with that concept of delegation in this area and would recommend that this be the recommended policy direction.

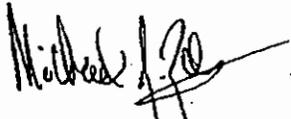
The current recommendations in the "Routine Accommodation Study" run counter to that concept. Draft recommendations would restrict the ability of counties and cities to implement the projects identified as key in their respective adopted bike plans rather than encourage them. Many of the recommendations from the study limit countywide flexibility in the use of TDA funding, require expenditures on projects not identified in local bike plans, recommend percentages on the allocation of sales tax expenditures counter to local ordinances, and define a prescriptive review process for local Bike Advisory Committees and project review. Therefore, these should not be included in the policy.

The CMA's are substantially engaged through comprehensive and well coordinated outreach in the development of bicycle/pedestrian programs and projects at the local level. These efforts have been very successful. There is not a need at this time for a prescriptive policy directing those efforts.

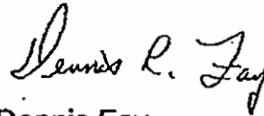
Bay Area CMA Directors

We strongly urge you to limit the policy direction to the delegation approach consistent with the Strategic Plan and look forward to additional discussion with MTC staff and Commissioners on this issue. Please call Mike Zdon at (707) 259-8634 if we can add any additional information.

Sincerely,



Mike Zdon, CMA Moderator
Napa County Transportation Planning Agency



Dennis Fay
Alameda County CMA



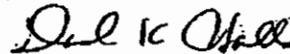
Robert K. McCleary
Contra Costa Transportation Authority



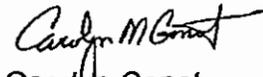
Rich Napier
San Mateo County CMA



Jose Luis Moscovich
San Francisco Transportation Authority



Daryl Halls
Solano Transportation Authority



Carolyn Gonot
Santa Clara Valley Transportation Authority



Dianne Steinhauser
Transportation Agency of Marin



Suzanne Wilford
Sonoma Transportation Authority

cc: Doug Johnson, MTC



DATE: March 15, 2006
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: State Legislative Update – March 2006

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. The release of Governor Schwarzenegger's long-term \$222 billion infrastructure plan for California prompted the STA Board to adopt a comprehensive set of principles relative to the Governor's proposed bond measure for transportation (Attachment A).

Discussion:

State legislators are currently working around the clock to come to a consensus on a unified bond proposal to put on the June election ballot. An update on this endeavor will be provided under separate enclosure, as well as a current Legislative Matrix.

Four STA Board members met with our four legislative representatives in Sacramento on March 1, 2006 regarding the STA's 2006 transportation priorities for Solano County. A copy of the "STA February 2006 Transportation Report to the State Legislature" is included (Attachment B under separate enclosure) for your information, as well as the agenda and supplemental STA Board letter to the legislators (Attachment C).

A State Legislative Update from Shaw/Yoder (Attachment D) and a Federal Legislative Update from The Ferguson Group (Attachment E) are included for your information.

Recommendation:

Informational.

Attachments:

- A. STA Principles for State Infrastructure Financing
- B. STA February 2006 Report to the State Legislature (under separate enclosure)
- C. Meeting Agenda/STA Board Letter to State Legislators
- D. Shaw/Yoder State Legislative Update
- E. The Ferguson Group Federal Legislative Update

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Solano Transportation Authority

Principles for State Infrastructure Financing

Solano Transportation Authority
Adopted by the STA Board February 22, 2006

General Principles

1. Remove the suspension provision in Proposition 42 and prohibit loans, other than short-term loans for cash flow purposes, so that voters can be assured that previously dedicated funding for transportation can be relied upon. Securing Proposition 42 funds would allow for the completion of the many transit and roadway projects in the TCRP program and secure for the long term a significant state commitment to local streets and roads and to transit operations and improvements.
2. Repay in full any previous loans of transportation funds to the general fund with interest, as required under existing law.
3. Allocate the majority of new funds to existing programs that support transportation investment in a multi-modal system, such as the State Transportation Improvement Program (STIP), or to program-level funding categories, such as goods movement, security and emergency preparedness, air quality, bike and pedestrian and Intelligent Transportation System (ITS) programs. For project-specific funding elements, we strongly encourage the full funding of a project.
4. Oppose the use of revenue bonds backed by existing transportation funding sources, which would negatively impact Traffic Congestion Relief Program and STIP commitments.
5. Consistent with the STA's 2006 Legislative Priorities and Platform, expedite project delivery by streamlining design and construction and other proposals to improve project delivery in California, including public/private partnerships.
6. Provide additional funding for rehabilitation of the existing transportation system.
7. Authorize new user fees to augment the amount of any bond measures in order to support an adequate transportation investment program through the STIP and to support local transportation investments.

Bond Measure Principles

8. Recognize the existing local, regional and state planning and programming process specified in current law as a framework for selecting the best candidate projects for bond funding. Regions should retain discretion over choosing projects consistent with air quality, traffic congestion and other critical objectives consistent with their regional plans.
9. Shift the priorities from funding primarily State projects, to a more balanced funding split between state and city/county projects (which comprise 81% of the State's maintained miles).
10. Select projects for funding where the state commitment fully funds the project and allows the project to actually be built.
11. Provide a reward or incentive to counties that have generated local revenue to improve the state highway and transit system.
12. At a minimum, address the following transportation needs through the infrastructure bond:
 - Additional funding for the State Transportation Improvement Program.
 - Funding for large projects having a significant impact on travel and congestion between regions and within regions. These projects would be nominated directly to the California Transportation Commission by Caltrans and regional agencies/county transportation agencies, with a final program selected by the CTC.
 - Funding for goods movement and trade corridors.
 - Funding for new technologies to better manage the transportation system, referred to as Intelligent Transportation Systems (ITS).

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**Copies of the
STA February 2006 Report
to the State Legislature
have been provided to the STA TAC
under separate enclosure.**

**You may obtain a copy of the
STA February 2006 Report
to the State Legislature
by contacting our office at
(707) 424-6075.**

Thank you.

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February 28, 2006

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: ITINERARY

The final itinerary for your meeting with your delegation Wednesday, March 1, 2006 follows:

- 11:30 a.m. – 12:25 p.m. – Lunch – Chops Steakhouse. Corner of 11th and L street, directly across the street from the Capitol.
- 12:30 p.m. – Jodi Fujii – Chief of Staff, Senator Mike Machado – Room 5066
- 1:00 p.m. – Howard Posner – Chief Consultant, Assembly Transportation Committee – Room 112
- 1:30 p.m. – Dirk Brazil – Area Director, Assemblymember Lois Wolk – Room 6012
- 1:45 p.m. – Meeting with Assemblymember Noreen Evans – Room 6025
- 2:30 p.m. – Meeting with Senator Wes Chesbro – Room 5035

Please feel free to contact us with any questions you may have regarding this itinerary.



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

March 1, 2006

Members:

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

To Our State Representatives:

The Solano Transportation Authority (STA) appreciates you taking time out of your busy schedule to meet with us regarding our 2006 transportation priorities. Please find attached two documents that provide updated input to the *STA February 2006 Transportation Report to the State Legislature* presented to you today:

- STA Priority Project Funding for Proposed State Bond
- Legislation Allowing Transportation Agencies to Use a Higher Percentage of STIP Funds for Project Delivery

The STA appreciates your continued support of Solano County transportation priorities and projects and looks forward to working with you throughout the 2006 legislative year. If you or your staff have any questions regarding these issues, please contact Jayne Bauer, Marketing and Legislative Program Manager of the STA at 707-424-6075, or Josh Shaw, Shaw/Yoder at 916-4656.

Sincerely,

Len Augustine, Chair
Solano Transportation Authority

Atts.

STA Priority Project Funding for Proposed State Bond

The Solano Transportation Authority (STA) supports specific priorities pertaining to the Governor's proposed bond measure for transportation and recent discussions to add transit projects to the proposed bond measure. These priorities include support for proposed earmarks for four Solano County projects, and three priority transit projects:

- \$300 million for the I-80/I-680/SR 12 Interchange project
- \$125 million for rail improvements (including the Capitol Corridor)
- \$65 million for the SR 12 Jameson Canyon project
- \$4 million for Corridor Management (i.e., reopening McGary Road adjacent to I-80)
- Vallejo Ferry Terminal
- Fairfield/Vacaville Rail Station and Capitol Corridor Track Improvements
- I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vacaville

**Legislation Allowing Transportation Agencies to Use a Higher Percentage
of STIP Funds for Project Delivery**

One of the STA's adopted legislative priorities for 2006 is to sponsor and support legislation enabling County transportation agencies to dedicate additional State Transportation Improvement Program (STIP) funding for Planning, Programming and Monitoring Program. State Assemblywoman Lois Wolk introduced AB 2538 on February 23, 2006, regarding PPM funding. Existing law authorizes a transportation planning agency or county transportation commission to receive up to 1% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5% of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds.

This bill proposes to allow every transportation agency or county transportation commission to receive up to 5%, regardless of whether it receives federal metropolitan planning funds. The full text of AB 2538 is attached. This is particularly of interest to the STA, because our PPM funding would increase from 1% to 5%. If approved, this bill would allow the STA to utilize a percentage of its STIP funding to expedite the project delivery for several of our priority projects such as:

- State Route (SR) 113 Major Investment Study (\$300,000)
- SR 29 Major Investment Study (\$300,000)
- Project Study Reports (PSRs) that were adopted by the STA Board:
 - EB I-80 Aux Lanes – Travis Blvd. to Air Base Pkwy. (\$150,000)
 - I-80 HOV – Air Base Pkwy. to I-505 (\$200,000)
 - WB I-80 Aux Lane – W. Texas St. to Abernathy Rd. (\$150,000)
 - WB I-80 Aux Lane – Waterman Blvd. to Travis Blvd. (\$150,000)
 - I-80 Mix Flow Lane from SR 12 E to Beck Ave. (\$150,000)

Introduced by Assembly Member Wolk

February 23, 2006

An act to amend Section 14527 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2538, as introduced, Wolk. Transportation funds: planning and programming regional agencies.

Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the State Transportation Improvement Program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. Existing law authorizes a transportation planning agency or county transportation commission to request and receive up to 1% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5% of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds.

This bill would instead authorize each transportation planning agency or county transportation commission to request and receive up to 5% of those funds for the purposes of project planning,

programming, and monitoring. The bill would also establish a minimum amount to be allocated for this purpose. The bill would change the references to "regional improvement funds" to instead refer to "county shares." The bill would make other conforming changes.

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

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

1 SECTION 1. Section 14527 of the Government Code is
2 amended to read:
3 14527. (a) After consulting with the department, the regional
4 transportation planning agencies and county transportation
5 commissions shall adopt and submit to the commission and the
6 department, not later than December 15, 2001, and December 15
7 of each odd-numbered year thereafter, a five-year regional
8 transportation improvement program in conformance with
9 Section 65082. In counties where a county transportation
10 commission or authority has been created pursuant to Chapter 2
11 (commencing with Section 130050) of Division 12 of the Public
12 Utilities Code, ~~the that~~ commission or the authority shall adopt
13 and submit the county transportation improvement program, in
14 conformance with Sections 130303 and 130304 of that code, to
15 the multicounty designated transportation planning agency. Other
16 information, including a program for expenditure of local or
17 federal funds, may be submitted for information purposes with
18 the program, but only at the discretion of the transportation
19 planning agencies or the county transportation commissions. *As*
20 *used in this section, "county transportation commission"*
21 *includes a transportation authority created pursuant to Chapter*
22 *2 (commencing with Section 130050) of Division 12 of the Public*
23 *Utilities Code.*
24 (b) The regional transportation improvement program shall
25 include all projects to be funded with ~~regional improvement~~
26 ~~funds the county share~~ under paragraph (2) of subdivision (a) of
27 Section 164 of the Streets and Highways Code. The regional
28 programs shall be limited to projects to be funded in whole or in
29 part with ~~regional improvement funds the county share~~ that shall
30 include all projects to receive allocations by the commission

1 during the following five fiscal years. For each project, the total
2 expenditure for each project component and the total amount of
3 commission allocation and the year of allocation shall be stated.
4 The total cost of projects to be funded with ~~regional~~
5 ~~improvement funds~~ *the county share* shall not exceed the amount
6 specified in the fund estimate made by the commission pursuant
7 to Section 14525.

8 (c) The regional transportation planning agencies and county
9 transportation commissions may recommend projects to improve
10 state highways with ~~the interregional-improvement funds share~~
11 pursuant to subdivision (b) of Section 164 of the Streets and
12 Highways Code. The recommendations shall be separate and
13 distinct from the regional transportation *improvement* program. A
14 project recommended for funding pursuant to this subdivision
15 shall constitute a usable segment and shall not be a condition for
16 inclusion of other projects in the regional transportation
17 improvement program.

18 (d) The department may nominate or recommend the inclusion
19 of projects in the regional transportation improvement program
20 to improve state highways with ~~regional transportation~~
21 ~~improvement funds~~ *the county share* pursuant to paragraph (2) of
22 subdivision (a) ~~and subdivision (c)~~ of Section 164 of the Streets
23 and Highways Code. A regional transportation planning agency
24 and a county transportation commission shall have sole authority
25 for determining whether any of the project nominations or
26 recommendations are accepted and included in the regional
27 transportation improvement program adopted and submitted
28 pursuant to this section. This authority provided to a regional
29 transportation planning agency or to a county transportation
30 commission extends only to a project located within its
31 jurisdiction.

32 (e) Major projects shall include current costs updated as of
33 November 1 of the year of submittal and escalated to the
34 appropriate year, and shall be consistent with, and provide the
35 information required in, subdivision (b) of Section 14529.

36 (f) The regional transportation improvement program may not
37 change the project delivery milestone date of any project as
38 shown in the prior adopted state transportation improvement
39 program without the consent of the department or other agency
40 responsible for the project's delivery.

- 1 (g) Projects may not be included in the regional transportation
2 improvement program without a complete project study report or,
3 for a project that is not on a state highway, a project study report
4 equivalent or major investment study.
- 5 (h) ~~The~~ *Each* transportation planning ~~agencies~~ *agency* and
6 county transportation ~~commissions~~ *commission* may request and
7 receive an amount not to exceed ~~1~~ 5 percent of ~~their~~ regional
8 ~~improvement fund expenditures~~ *its county share* for the purposes
9 of project planning, programming, and monitoring. ~~A~~
10 ~~transportation planning agency or county transportation~~
11 ~~commission not receiving federal metropolitan planning funds~~
12 ~~may request and receive an amount not to exceed 5 percent of its~~
13 ~~regional improvement fund expenditures for the purposes of~~
14 ~~project planning, programming, and monitoring~~ *In no case shall*
15 *these amounts be less than the respective percentage of the*
16 *county share for a state transportation improvement program of*
17 *one billion two hundred fifty million dollars (\$1,250,000,000) per*
18 *year.*
- 19 (i) *For the purposes of this section, "county share" shall mean*
20 *"regional improvement funds" and "interregional share" shall*
21 *mean interregional improvement funds.*



SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

February 28, 2006

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: LEGISLATIVE UPDATE

As you know, the Governor has recently released an ambitious 2006-07 Proposed State Budget, as well as a \$222 billion Strategic Growth Plan. We analyzed the contents of both in our last report. However, since that time, there has been a lot of response to both.

With respect to both, the Legislative Analyst's Office has just released their analysis of the Governor's recommendations. This document includes hundreds of findings and recommendations related to education, health and social services, criminal justice, transportation, resources, capital outlay, information technology, and local government. If you would like a full report of the analysis, you can access the information via the world wide web at <http://www.lao.ca.gov/analysis.aspx?year=2006&chap=0&toc=4>, or you may contact our office and we would be happy to provide one to you. However, specifically regarding transportation the Analyst has offered the following:

Budget Boosts Short-Term Funding-But Not New Projects

- The budget proposes to fully fund Proposition 42 and repay early \$920 million of a previous suspension. The budget also assumes that \$1 billion in tribal gaming bond revenues will be received. If fully realized, many projects will be able to start to "catch up" on prior-year delays. The funding increase, however, would not provide for additional transportation projects beyond what has already been scheduled for delivery.

Administration Has Failed to Demonstrate Projects' Congestion Benefits

- The general obligation bonds proposed in the Governor's Strategic Growth Plan would provide a one-time infusion of \$12 billion for additional transportation projects.
- The Governor's plan would allocate these funds in a way that is not consistent with the current, well established process of selecting projects.
- The administration has not provided basic information necessary to assess the merit of these proposed projects. Accordingly, we recommend that the Legislature not approve the Governor's bond proposals until the administration provides the requested information.

Tel: 916.446.4656
Fax: 916.446.4318
1414 K Street, Suite 320
Sacramento, CA 95814

Firewalling Proposition 42 Comes With a Big Downside

- The Governor's proposal to firewall proposition 42 would increase the long-term stability of state transportation funding, but it would come at the expense of removing a budget balancing tool.
- Instead, we recommend that Proposition 42 be repealed and that the gas tax be increased correspondingly to generate an equivalent amount of funds for transportation. We also recommend that the tax be indexed to inflation to prevent the erosion of the revenue over time relative to road use.

Revenue Bond Would Crowd Out Highway Maintenance and Rehabilitation

- The Governor proposes to use state gas tax and weight fee revenues to pay debt service on a future revenue bond. Without additional revenues, this would reduce the funding for highway maintenance and rehabilitation. We recommend that the Legislature reject the proposal absent additional revenues being provided to back the bonds.

Within the Legislature, the infrastructure bond discussions continue at a breakneck pace, but it's unlikely anything of import to the STA will make it on the June ballot, even though June was the preferred starting point for the series of bonds based on discussions several months ago. The Governor and the Democratic Leadership are still pushing hard to see if they can get something on the ballot in June, but Senator Ackerman, Minority Leader in the Senate, told a group recently that he won't let anything go on the June ballot (bonds require 2/3 vote, so his caucuses support is essential).

There are two major changes that the Legislature is considering regarding the Governor's preferred method for bonding. One major change is the Legislature's willingness to alter the program areas the Governor originally outlined to receive funding. For instance, the Governor recommended billions for courts and corrections, however the Legislature seems unwilling to approve those items. Conversely, the Governor's Plan had no revenue for housing or local public transportation, and the Legislature is considering adding billions of dollars to each category for funding.

The second major area of change is how the revenues would be allocated. The Governor's Plan, particularly in transportation, was very heavy on identifying specific projects of funding. And in fact, the STA is slated to receive hundreds of millions of dollars in specific project funding. However, the Legislature, thus far, continues to resist the notion of allocating funding this way, and instead is seeking to rely on already agreed-to funding formulas that are currently in place.

Legislation

We are extremely proud to report that Assemblymember Lois Wolk has introduced AB 2538 that addresses the PPM changes the STA would like to see. Assemblymember Wolk recognized the importance of this measure, and we look forward to working with her to pass this important legislation.



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

To: Solano Transportation Authority Board of Directors
 From: Mike Miller
 Re: Federal Update
 Date: March 1, 2006

1. Appropriations Update.

The chart below outlines STA's Fiscal Year 2007 requests.

| <i>Project</i> | <i>Request</i> | <i>Status</i> |
|--|----------------|--|
| Vallejo Intermodal Station | \$4 million | Request submitted to House and Senate delegation. Subcommittee request deadlines are March 16. |
| Fairfield / Vacaville Intermodal Station | \$1.9 million | Request submitted to House and Senate delegation. Subcommittee request deadlines are March 16. |
| I-80/680 Interchange | \$6 million | Request submitted to House and Senate delegation. Subcommittee request deadlines are March 16. |
| Travis AFB Access Improvements (Jepson) | \$3 million | Request submitted to House and Senate delegation. Subcommittee request deadlines are March 16. |

In February, The Ferguson Group worked to finalize and submit required Fiscal Year 2007 appropriations request forms for STA's four funding requests (outlined below). All required forms were submitted to our House and Senate delegation offices prior to all deadlines. The next

milestone in the congressional appropriations process is the March 16 deadlines for House Members to submit their appropriations requests to subcommittees for consideration. From March 1-16, TFG will work with congressional staff to answer questions and address concerns regarding STA's requests.

The Ferguson Group will continue working with STA staff to coordinate STA's next set of meetings in Washington, DC during the week of April 3.

2. Earmark Reform.

On February 28 the Senate Rules and Administration Committee reported favorably a bill which would allow points of order to be raised against earmarks and other provisions not included in either House or Senate reports but are added during conference – the one of the last steps in the legislative process. In sum, "The Legislative Transparency and Accountability Act of 2006" would make last minute additions to appropriations bills very difficult. This bill appears to be a good and reasonable step toward curbing appropriations abuses and is likely to be passed by the full Senate soon.

Please contact Mike Miller at (707) 254-8400 if you have any questions regarding this report or need additional information.



DATE: March 14, 2006
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Draft Business Plan for the Capitol Corridor
(FY 2006-07 and FY 2007-08) and Public Workshops

Background:

Mayor Jim Spering and Mayor Mary Ann Courville serve as the STA Board members and Mayor Len Augustine is the STA Board alternate on the 16-member Capitol Corridor Joint Powers Board (CCJPB). STA staff serves on the Capitol Corridor Staff Coordinating Group (SCG).

As the policy body that reviews the Capitol Corridor intercity train service (Auburn-Sacramento-Davis-Suisun City/Fairfield, Martinez-Emeryville/San Francisco-Oakland-San Jose), the Capitol Corridor Joint Powers Authority (CCJPA), as the administrator of this rail and bus feeder service, is responsible for preparing and submitting to the Secretary of Business, Transportation and Housing Agency (BT&H), an annual business plan update, which identifies the CCJPA's request for state funds to provide projected levels of Capitol Corridor intercity rail service (including dedicated feeder buses).

Discussion:

The Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) has released its Draft Business Plan for FY 2006-07 and FY 2007-08 for public review and comment (Attachment A). Comments on the plan are due by March 30, 2006 and can be submitted via the CCJPA website at www.capitolcorridor.org or by mail to the CCJPA.

The business plan update is premised upon the state's current financial deficit situation over the next two fiscal years and:

- ✓ Maintains the current 24-train service plan (12 daily roundtrips) for FY 2006-07 and FY 2007-08 (with funded services increase to San Jose and Roseville/Auburn in FY 2006-07) and with the potential, if funding is available, to expand Sacramento-Oakland service to 32 weekday trains;
- ✓ Assumes for the first time in two years, additional capital programming capacity available from the 2006 State Transportation Improvement Program (STIP) to fund some or all of the capital projects nominated by the CCJPA including track improvements made possible by the \$4.2 million swap of STIP for RM-2 funds approved by the STA Board last fall; and
- ✓ Builds on the successes of previous award-winning marketing campaigns to raise awareness of the Capitol Corridor "brand" as a viable transport alternative along the Northern California's congested highway corridors.

As part of the public review process, the CCJPA invites members of the public to attend the annual series of workshops to have direct input into the future plans for the Capitol Corridor (i.e. fares, schedules stations) as the CCJPA Board seeks to make the train service the preferred means of travel along the congested I-80/I-680/I-880 highway corridor. The schedule for the public workshops is as follows:

Thursday, March 23, 2006

Capitol Corridor Train 540, Rear Coach Car, 5:00 pm - 6:00 pm

BART Boardroom, 344 20th Street, Kaiser Center Mall, 3rd Floor Oakland, 5:30 pm - 7:00 pm

Monday, March 27, 2006

Capitol Corridor Train 542, Rear Coach Car, 4:15 pm - 6:40 pm

Capitol Corridor Train 544, Rear Coach Car, 5:40 p.m. - 7:15 pm

Tuesday, March 28, 2006

Capitol Corridor Train 538, Rear Coach Car, 3:30 pm - 6:30 pm

Wednesday, March 29, 2006

Capitol Corridor Train 545, Rear Coach Car, 5:00 pm - 6:00 p.m.

Capitol Corridor Train 547, Rear Coach Car, 6:00 pm - 7:00 pm

Recommendation:

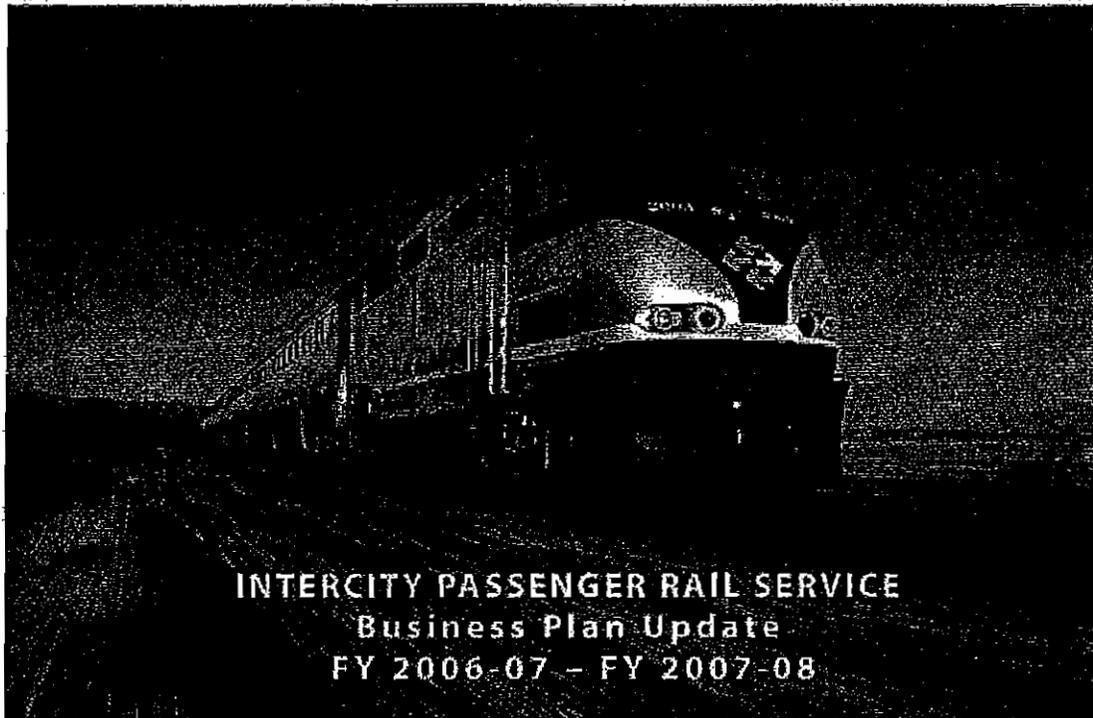
Informational.

Attachment:

- A. Draft Business Plan for the Capitol Corridor Joint Powers Authority
(FY 2006-07 and FY 2007-08)

CAPITOL CORRIDOR

Auburn - Sacramento - Davis - Suisun/Fairfield - Martinez - Oakland/San Francisco - San Jose



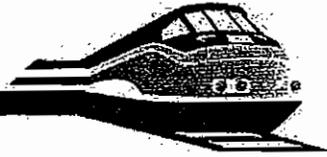
Prepared by
Capitol Corridor Joint Powers Authority

Prepared for
State of California
Business, Transportation and Housing Agency
February 2006

Draft

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CAPITOL CORRIDOR



TO: Capitol Corridor Joint Powers Board and Interested Parties

DATE: February 22, 2006

FROM: Eugene K. Skoropowski
Managing Director

SUBJECT: Draft FY 2006-07-FY 2007-08 Business Plan Update-Capitol Corridor Intercity Passenger Rail

Attached for your review and comment is the Capitol Corridor Joint Powers Authority's (CCJPA) Draft FY 2006-07 -- FY 2007-08 Business Plan Update. The CCJPA, as the administrator of the Capitol Corridor intercity rail and feeder bus service, is responsible for preparing and submitting, to the Secretary of Business, Transportation and Housing Agency (BT&H), an annual business plan update, which identifies the CCJPA's request for state funds to provide the projected levels of Capitol Corridor Service intercity rail service (including dedicated feeder buses).

This draft business plan update, prepared by the CCJPA and its member agencies, provides a comprehensive strategic development plan to build upon the current successful performance of the Capitol Corridor Service.

In summary, this business plan update is premised upon the state's current financial deficit situation and:

- maintains the current 24-train service plan for FY 2006-07 and FY 2007-08 (with funded service increases to San Jose and Roseville/Auburn in FY 2006-07) and with the potential, if funding is available, to expand Sacramento-Oakland service to 32 weekday trains;
- for the first time in over two years, the business plan assumes additional capital programming available from the 2006 State Transportation Improvement Program (STIP) to fund some or all of the capital projects nominated by the CCJPA; and
- build upon the success of previous award-winning marketing campaigns/programs to raise the awareness of the Capitol Corridor "brand" as a viable transport alternative along the Northern California's congested highway corridors.

The CCJPA Board will hold annual public workshops at locations in the Capitol Corridor to present an overview and receive input on this Business Plan Update. A separate mailing will be sent to notify you of the 2006 CCJPA Board Public Workshops once the times, dates, and locations of these workshops have been finalized.

Your input on this draft document is appreciated as the CCJPA seeks to enhance the Capitol Corridor Service. Please submit any comments via letter (to the address below) or e-mail (jalliso@bart.gov) by Wednesday, March 29, 2006. Comments, as appropriate, will be incorporated into the final document submitted to the BT&H on or before April 1, 2005.

Sincerely,

Eugene K. Skoropowski, AIA
Managing Director

Enclosure

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Executive Summary

Introduction. This Business Plan Update presents an overview of the Capitol Corridor Joint Powers Authority’s (CCJPA’s) strategic plan and funding request for the next two fiscal years (FY 2006-07 and FY 2007-08), to be submitted to the Secretary of the Business, Transportation and Housing Agency in April 2006. This Business Plan Update identifies the service and capital improvements that have contributed to the Capitol Corridor’s growth over the past five years, and incorporates customer input as put forth in Chapter 263 of State Law.

In FY 2004-05, the CCJPA continued to raise the bar on the performance of the Capitol Corridor service, setting new records for ridership and revenues for 12 consecutive months, with results exceeding the performance standards.

The CCJPA is governed by a Board of Directors, comprised of 16 elected officials from six member agencies along the 170-mile Capitol Corridor rail route (see Figure I-1):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

As administrator of the service, the CCJPA’s primary focus is the continuous improvement of the Capitol Corridor through effective cost management, revenue enhancement, and customer service in the delivery of a safe, reliable, frequent, and high-quality passenger rail service that is a viable transportation alternative to the congested I-80, I-680, and I-880 highway corridors.

History. The Capitol Corridor service began in December 1991 with six daily trains between San Jose and Sacramento. The CCJPA assumed management responsibility for the service in October 1998; since then it has grown to become the third busiest intercity passenger rail service in the nation. In April 2001, the CCJPA expanded service to 18 daily trains using six trainsets in the State-owned Northern California fleet (Capitol Corridor and San Joaquin services). In FY 2002-03, using seven trainsets and the same operating budget for 18 daily trains, service was increased three times: to 20 weekday trains (18 weekend) in October 2002; 22 weekday trains in January 2003; and 24 weekday trains in April 2003. These expansions were accomplished with no increase in budget by reallocating funds from discontinued motorcoach routes.

Operating Plan. With the ongoing limitations in the State of California budget, the trend of flat allocations is expected to continue with the Draft State Budget for FY 2006-07. Within this allocation the CCJPA plans to expand upon the current service plan with added trains to and from San Jose. This service level will be maintained at a minimum over the next two fiscal years with anticipated CCJPA operating expenses as follows:

| Capitol Corridor Service | FY 2006-07 | FY 2007-08 |
|---|--------------------------------|--------------------------------|
| Oakland – Sacramento | 24 weekday trains (18 weekend) | 24 weekday trains (18 weekend) |
| Oakland – San Jose | 14 daily trains | 14 daily trains |
| Sacramento – Roseville | Up to 6 daily trains | Up to 6 daily trains |
| Roseville – Auburn | Up to 4 daily trains | Up to 4 daily trains |
| Total Budget (Operations, Marketing & Administration) | \$26,019,000 | \$26,019,000 |

Performance Standards. In April 2005, the CCJPA Board updated its Vision Plan, which established standards for the Capitol Corridor in usage (ridership), cost efficiency (system operating ratio), and reliability (on-time performance) and strengthened partnerships with the service operators, Amtrak and the Union Pacific Railroad (UPRR). In FY 2004-05, the CCJPA continued to raise the bar on the performance of the Capitol Corridor service, setting new records for ridership and revenues for 12 consecutive months, with results exceeding the performance standards:

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- Ridership grew 8% in FY 2004-05; to date, FY 2005-06 ridership is 3% above last year
- Revenue grew 16% during FY 2004-05; to date, FY 2005-06 revenue is up 7%
- System operating ratio (a.k.a. farebox return) improved to 43% in FY 2004-05
- On-time performance remained steady at 85% in FY 2004-05, compared to 86% the previous year

The CCJPA develops performance standards in partnership with the State and Amtrak. The table below summarizes the standards and results for FY 2004-05 and FY 2005-06 (through December 2005) as well as the standards for the next two fiscal years (see Appendix C):

| Performance Standard | FY 04-05 | | | FY 05-06 | | | FY 06-07 | FY 07-08 |
|--|-----------|-----------|----------|---------------------------|----------------------------|----------|-----------|-----------|
| | Actual | Standard | Variance | Actual | Standard | Variance | Standard | Standard |
| Route Ridership | 1,260,249 | 1,200,100 | 8.0% | 418,356 (through 1/06) | 409,000 (through 12/05) | 2.3% | 1,398,500 | 1,433,500 |
| System Operating Ratio (train and feeder bus) | 43% | 39% | 10.3% | 49% (through 1/06) | 42% | 16.3% | 43% | 44% |
| On-Time Performance | 85% | 90% | (5.6%) | 68% (through 1/06) | 90% | (24.8%) | 90% | 90% |

Capital Improvement Program. The CCJPA’s Capital Improvement Program (CIP) is consistent with the Regional Transportation Plans (RTPs) adopted by the San Francisco Bay Area Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), Caltrans’ 10-Year Statewide Rail Plan, and Amtrak’s Strategic Corridors Initiative. This CIP expands beyond the CCJPA’s current investment of \$106 million in track and station projects now underway or programmed between Auburn and San Jose.

For the first time in several years, the 2006 State Transportation Improvement Program (STIP) will have funds available to program new projects. The CCJPA has submitted a list of prioritized projects to the State to be included in the 2006 STIP, and continues to seek additional funding sources.

Elements of this CIP include projects to increase capacity, upgrade track infrastructure, build or renovate stations, add rolling stock, reduce travel times, improve reliability, and enhance passenger safety, security, and amenities. Indirect benefits of the CIP include reduced congestion, improved air quality, and increased movement of goods and services on the shared freight rail corridor.

For the first time in several years, the 2006 State Transportation Improvement Program (STIP) will have funds available to program new projects. To that end, the CCJPA has submitted a list of prioritized projects to the State to be included in the 2006 STIP. In addition, the CCJPA is aggressively seeking supplemental funding sources to leverage the current \$106 million investment over the next two to five years.

Marketing Strategies. The CCJPA’s marketing strategies for FY 2006-07 and FY 2007-08 will focus on directives set forth in the updated Vision Plan and build upon the recent in-sourcing of customer service call center operations. Marketing programs and campaigns will target markets where we have seating capacity, improve transit connections, leverage strategic partnerships, and enhance customer service and amenities to attract and retain loyal riders.

Action Plan. The CCJPA’s Business Plan for the service will focus on improving the passenger experience to attract and retain loyal, frequent riders with the introduction of enhancements such as ticket vending machines at all stations, an on-board automated ticket validation (ATV) pilot program, and, if funding permits, security cameras on trains and at stations. This annual Business Plan Update provides an overview of the CCJPA’s goals for delivering a cost-effective Capitol Corridor service while increasing ridership, revenue, and customer satisfaction through its partnerships with passengers, local communities, UPRR, Amtrak, and the State of California.

1. Introduction

This Business Plan Update modifies the Capitol Corridor Joint Powers Authority's (CCJPA's) Business Plan Update submitted to the Secretary of the Business, Transportation and Housing Agency (BT&H) each April. The CCJPA's goal is to maintain Capitol Corridor service levels between Sacramento and Oakland at 24 daily trains with expanded service of 14 trains to and from San Jose in FY 2006-07 and 2007-08. Any further service expansions will be provided within the State's budget allocation. This Business Plan Update identifies the service and capital improvements that have contributed to the Capitol Corridor's growth over the past seven years. It also incorporates customer input as put forth in Chapter 263 of State Law that allowed for the transfer of the Capitol Corridor service to the CCJPA on July 1, 1998.

As part of that transfer, the CCJPA is required to prepare an annual Business Plan that identifies the current fiscal year's operating and marketing strategies; capital improvement plans for the Capitol Corridor; and the funding request to the Secretary of BT&H for the CCJPA's operating, administrative, and marketing costs for inclusion in the State Budget proposal to the Legislature.

The CCJPA's goal is to maintain Capitol Corridor service levels between Sacramento and Oakland at 24 daily trains with expanded service of 14 trains to and from San Jose in FY 2006-07 and 2007-08.

The CCJPA is governed by a Board of Directors, comprised of 16 elected officials from six member agencies along the 170-mile Capitol Corridor rail route (see Figure 1-1):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

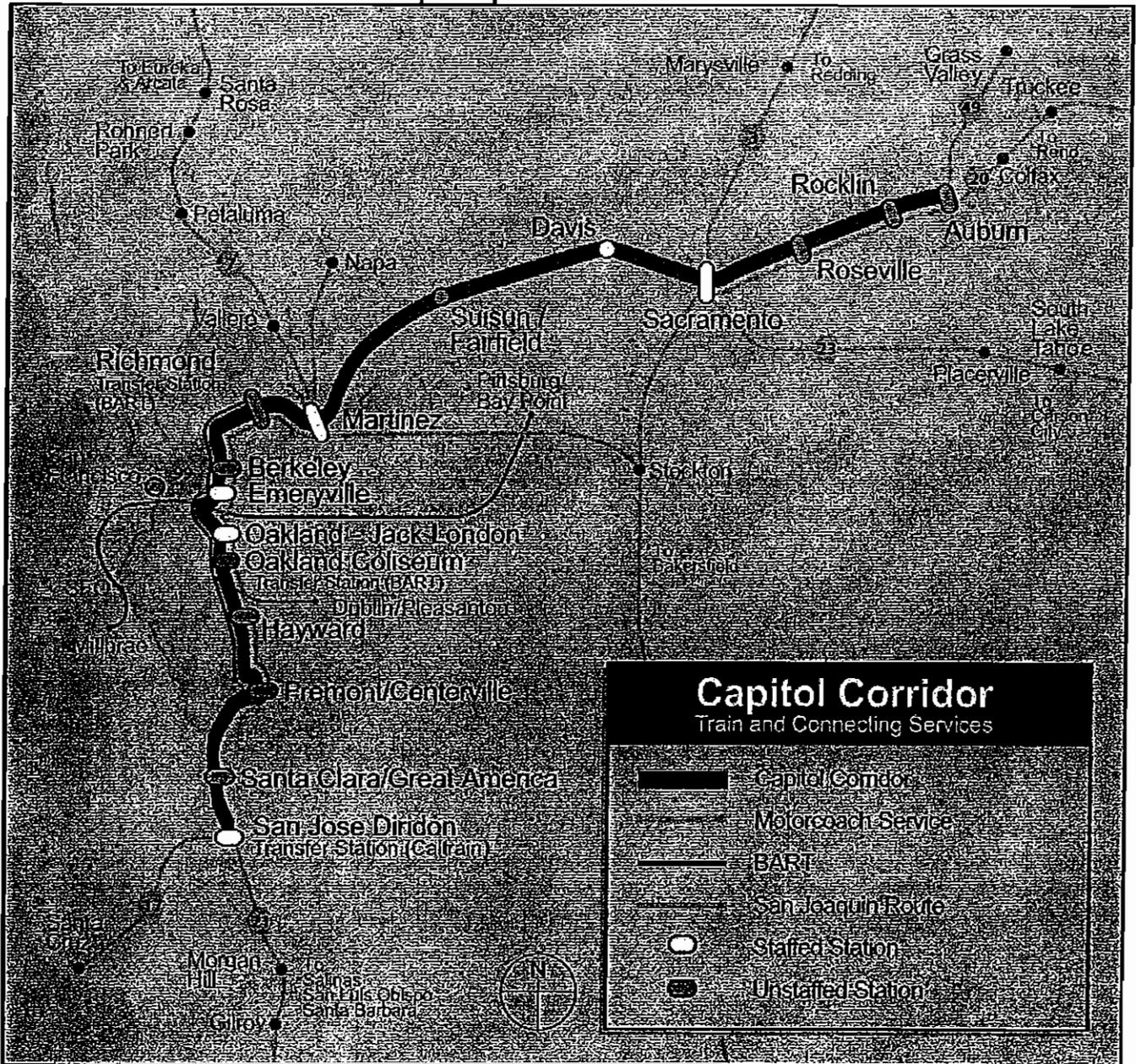
Ex-officio members of the CCJPA include the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), the Metropolitan Planning Organizations (MPOs) along the route.

As the administrator for the Capitol Corridor, the CCJPA's responsibilities include overseeing day-to-day train and motorcoach scheduling and operations; reinvesting operating efficiencies into service enhancements; overseeing deployment and maintenance (by Amtrak) of rolling stock for the Capitol Corridor and San Joaquin trains; and interfacing with Amtrak and the UPRR on dispatching, engineering, and other railroad-related issues.

Presently, the Capitol Corridor serves 17 stations along the 170-mile rail corridor connecting Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco, and Santa Clara Counties. The train service parallels the I-80/I-680 highway corridor between Sacramento and Oakland and I-880 between Oakland and San Jose. The Capitol Corridor connects outlying communities to the train service via a dedicated motorcoach network and partnerships with local transit agencies that assist passengers traveling beyond the train station.

Capitol Corridor services are developed with input from our riders, private sector stakeholders (such as Chambers of Commerce), and public sector stakeholders (such as local transportation agencies), along with the partners who help deliver the Capitol Corridor service – Amtrak, the UPRR, Caltrans, and the various agencies and communities that make up the Capitol Corridor.

Figure 1-1
Map of Capitol Corridor Service Area



In April 2005, the CCJPA updated its Vision Plan, which identifies both short-term and long-term goals to guide the operating and capital development plans of the Capitol Corridor over the next 5 to 20 years. This April 2005 update has been incorporated into this Business Plan.

2. Historical Performance of the Service

On December 12, 1991, the State of California Department of Transportation (Caltrans) and the National Railroad Passenger Corporation (Amtrak®) initiated the Capitol Corridor intercity train service with 6 daily trains between San Jose and Sacramento. In 1996, legislation was enacted to establish the Capitol Corridor Joint Powers Authority (CCJPA), a partnership among six local

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transportation agencies to share in the administration and management of the Capitol Corridor intercity train service.

In July 1998, an Interagency Transfer Agreement (ITA) transferred the operation of the Capitol Corridor service to the CCJPA for an initial three-year term. The CCJPA now operates and manages the Capitol Corridor service through an operating agreement with Amtrak. In July 2001, the ITA was extended for another three-year term through June 2004. In September 2003, legislation was enacted that eliminated the sunset date in the ITA and established a permanent governance structure for the CCJPA.

Appendix A presents an overview of the financial performance and ridership growth of the Capitol Corridor service since its inception in December 1991.

3. Operating Plan and Strategies

The CCJPA aims to meet the travel and transportation needs of Northern Californians by providing safe, reliable, frequent, and high-quality Capitol Corridor intercity train service. In response to growing ridership demand, several cost-effective service expansions were implemented by the CCJPA in October 2002, January 2003, and April 2003 to achieve the current schedule of 24 weekday trains between Sacramento and Oakland within the budget allocated for 18 daily trains. System performance also improved with the following changes implemented in FY 2003-04: in December 2003, the CCJPA restructured its agreement with

Along with improved cost efficiency, the Capitol Corridor continues to sustain ridership growth, which has increased 177% over seven years.

UPRR to increase incentive payments for improved on-time performance, and in February 2004, the CCJPA and UPRR completed the Yolo Causeway Double Track Project (the last remaining major capacity constraint between Oakland and Sacramento), increasing the reliability of the trains and reducing travel time by 10 minutes. These improvements allowed the service to sustain its ridership growth, which has increased 177% over seven years. As stated in the Vision Plan, the CCJPA's eventual goal is to provide hourly train service, which will require additional rolling stock (see Section 7).

In August 2006, upon the completion of the Oakland to San Jose Track Improvement Project, the CCJPA will expand service between Oakland and San Jose by increasing from 8 weekday trains to 14 daily trains. In addition, if funding can be arranged, the CCJPA plans to expand service between Sacramento and Oakland from 24 daily trains to 32 daily trains utilizing track capacity previously secured by the State from the UPRR. Weekend service may also be increased from 18 trains to 22 trains between Sacramento and Oakland.

To supplement its motorcoach service, the CCJPA works with its partners and local transit providers to offer expanded options for improved transit connections. Currently, the train service connects with the BART rapid transit system at Richmond station and the Oakland Coliseum station; with Caltrain service (Gilroy – San Jose – San Francisco) at San Jose Diridon station; with the Altamont Commuter Express service (Stockton – San Jose) at the Fremont/Centerville, Great America/Santa Clara, and San Jose Diridon stations; with VTA light rail at the San Jose Diridon station; and with Sac RT light rail at the Sacramento Valley station (opening Fall 2006). Together with these local transit systems, the Capitol Corridor covers the second largest urban service area in the Western United States.

The CCJPA offers several programs to enhance transit connectivity. BART tickets are sold at a 20% discount on board the Capitol Corridor trains to facilitate transfers to BART at the Richmond and Oakland Coliseum stations. The Transit Transfer Program allows Capitol Corridor passengers to transfer free of charge to participating local transit services (the CCJPA reimburses the transit agencies for each transfer collected). In December 2005, the CCJPA added

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Benicia Transit, Rio Vista Transit, and ETRAN (City of Elk Grove) to the Transit Transfer Program.

In June 2005, the CCJPA and Amtrak opted to eliminate a redundant transit service by transferring the Auburn – Grass Valley motorcoach service to an expanded Highway 49 bus service operated by Gold Country Stage (Nevada County). This transfer resulted in increased service levels, ridership, and revenues, and reduced operating costs. To continue to improve service to customers, the CCJPA will seek to expand our transit connectivity programs to other agencies along the corridor.

FY 2005-06. The CCJPA's operating plan for the current fiscal year is as follows:

- Oakland – Sacramento: 24 weekday trains (18 weekend trains)
- Oakland – San Jose: 8 weekday trains (12 weekend trains)
- Sacramento – Roseville – Auburn: 2 daily trains

Additional rolling stock is required to expand the Capitol Corridor and San Joaquin services to meet service expansion plans and to add cars/coaches to existing trainsets to ease overcrowding on some trains.

FY 2006-07. The CCJPA's operating plan for FY 2006-07 will maintain at least the same service levels as FY 2005-06 between Oakland and Sacramento, while expanding train service to Silicon Valley/San Jose and Roseville/Auburn based on completion of required track infrastructure upgrades and approval by the UPRR. Service levels will change to:

- Oakland – Sacramento: At least 24 weekday trains (18 weekend trains); as high as 32 weekday trains (22 weekend trains)
- Oakland – San Jose: 14 daily trains
- Sacramento – Roseville: 6 daily trains
- Roseville – Auburn: 4 daily trains

FY 2007-08. The CCJPA's operating plan for FY 2007-08 will remain the same as for FY 2006-07. The rolling stock provided to the CCJPA for maintenance supervision also includes the San Joaquin Corridor trains. Additional rolling stock is required to expand the Capitol Corridor and San Joaquin services to meet service expansion plans and to add cars/coaches to existing trainsets to ease overcrowding on some trains.

4. Short-Term and Long-Term Capital Improvement Programs

The CCJPA has developed a Capital Improvement Program (CIP) in partnership with the UPRR, Amtrak, and the State of California, which will be used to steadily improve the Capitol Corridor service with respect to service levels, reliability, and on-time performance. The CIP includes projects that have been completed or are currently underway. Since the inception of the Capitol Corridor service, over \$692 million has been invested to purchase rolling stock, build and renovate stations, upgrade track and signal systems for added trains, and construct train maintenance and layover/storage facilities. A list of CIP projects that have been completed or are currently underway is included in Appendix B.

The CIP aims to increase train reliability and frequency while reducing travel times by investing in projects designed to improve the conditions caused by ever-increasing freight and passenger rail traffic. The primary funding sources for capital projects have been the State general obligation bonds (Proposition 108s and 116) and the State Transportation Improvement Program (STIP), a biennial transportation funding program. Special programs or direct project allocations from the State, such as the Traffic Congestion Relief Program (TCRP), or regional sources, such as Bay Area Regional Measure 2 (RM-2), have periodically supplemented these sources.

The CCJPA has secured \$106 million for projects that are either recently completed, currently underway, or have funding committed to them. The direct benefits of these projects include

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added Capitol Corridor trains, improved on-time performance, reduced travel times, and enhanced passenger amenities. Indirect benefits of the CIP include reduced congestion, improved air quality, and increased movement of goods and services on the shared freight rail corridor. Table 4-1 provides a summary and status report on these projects.

**Table 4-1
Projects with Secured Funding in the Capitol Corridor**

| Projects Underway | Budget (\$M) | Status |
|--|---------------------|---|
| Passenger Information Display System (PIDS): A passenger communications system was developed to deliver real-time information on train arrivals using advanced technology. Global positioning satellite (GPS) transponders were installed on all Capitol Corridor trains, which transmit the train's position along the route. A central server converts this real-time information to an estimated train arrival (ETA) for the train, which is sent to electronic signage at stations and to the Internet | \$1.42 | The system was accepted in June 2003; upgrades continue to be implemented to keep up with the latest advances in real-time technology |
| Oakland Jack London – Elmhurst Track Improvements: Install central traffic control signaling system to increase speeds and add track and bridges to support the new Oakland Coliseum Intermodal Station | \$14.29 | Construction complete |
| Yolo Causeway Double Track: Add 6 miles of second mainline track over Yolo Bypass flood channel. Project eliminated single largest rail bottleneck in corridor, thereby improving reliability and reducing travel time between Oakland and Sacramento | \$16.75 | Construction complete |
| Newark Siding Extension Double Track: Extend and upgrade siding to mainline standards to add trains to San Jose | \$21.56 | Construction complete |
| CP Coast Double Track: Add second main line track through UPRR/Caltrain junction to add capacity for Capitol Corridor and freight trains | \$21.29 | Construction is scheduled for completion by August 2006 |
| Track upgrades in Berkeley, Emeryville, Hayward, and Santa Clara/San Jose: Various projects to upgrade track conditions to improve reliability and passenger safety | \$2.55 | Construction complete |
| Safety and Security Projects: Lighting, fencing, and security cameras at Auburn and Sacramento, and call boxes at unstaffed stations | \$0.33 | Construction complete |
| Outdoor Ticket Vending Machines: Addition of outdoor ticket vending machines at Auburn, Rocklin, Berkeley, and Great America stations | \$0.34 | Manufacturing begun; installation scheduled for early 2006 |
| Automated Ticket Validation: Handheld conductor units to improve security and fare collection | \$0.35 | Pilot program implementation in late 2006 |
| Subtotal – Projects Underway | \$78.88 | |
| Committed Programming | | |
| San Jose 4th Track Phase I: Add 4th mainline track between Santa Clara and San Jose to accommodate more Caltrain, ACE, and Capitol Corridor trains | \$17.90 | Design plans 100% complete; construction dependent upon allocation of 2002 STIP funds |
| Sacramento – Roseville Track Improvements: Add track and related infrastructure between Sacramento and UPRR's Roseville Yard for near-term expansion of Capitol Corridor trains to Roseville and Auburn | \$7.28 | Design plans complete; construction dependent upon allocation of 2002 STIP funds |
| Bahia Viaduct Track Upgrades: Improve track infrastructure to reduce travel times via installation of a crossover track between mainline tracks | \$2.94 | Pending UPRR project design; project expected to begin in 2006 |
| Subtotal – Committed Programming | \$28.12 | |
| TOTAL SECURED FUNDING | \$106.65 | |

Recent Station Improvements

- Berkeley – Completed upgrades and landscape improvements in September 2005
- Emeryville – Completed extension of baggage cart path in Summer 2005
- Oakland – In June 2005, the City of Oakland, along with Amtrak, the CCJPA, and the UPRR, completed construction on the Oakland Coliseum Intermodal Station that allows connections between Capitol Corridor trains, BART, and shuttles to Oakland International Airport
- Sacramento – Added security cameras and a staffed security desk; security staff conduct regular inspections of the station and layover facilities
- Rocklin – Construction began on the station building and is expected to be complete by Spring 2006
- Emergency call boxes were installed at Santa Clara, Hayward, Oakland Coliseum, Berkeley, and Richmond stations by Summer 2005

Short-Term Capital Improvements (FY 2006-07)

In September 2005, the CCJPA, working with its member agencies, submitted a project nomination list to Caltrans to be considered for inclusion in the 2006 STIP. The 2006 STIP, (expected to be approved by the CTC in April 2006) will provide funding for numerous transportation agencies throughout California. The influx of Proposition 42 funding into the State’s transportation accounts, which had previously been shifted to cover State budget shortfalls, will allow for a more comprehensive STIP program. The CCJPA has nominated the following ranked projects in Table 4-2 for inclusion in the 2006 STIP:

**Table 4-2
2006 STIP Project Nominations for Capitol Corridor**

| Rank | Project Description | Project Sponsor | Total Costs (\$M) | CCJPA Request | Local Match | Local Source |
|--------------|---|------------------|-------------------|----------------|-----------------|-------------------------------|
| 1 | Emeryville Station and Track Improvements: Construct platform and track improvements for parallel moves at the north and south approaches of the station and improve freight rail access to Port of Oakland | CCJPA | \$7.50 | \$7.50 | -- | -- |
| 2 | Dumbarton Rail Project/Union City Intermodal Station: In conjunction with the Dumbarton Rail project, support Union City Intermodal Station improvements and associated track improvements to allow Capitol Corridor trains to serve the BART station, reduce travel times, and improve reliability | Caltrain | \$300.50 | \$39.00 | \$261.50 | RM-2 ITIP RTIP local |
| 3 | Yolo Causeway Crossovers: West causeway high-speed universal crossovers. Location and size (#24s) already have UPRR agreement | CCJPA | \$6.00 | \$6.00 | -- | -- |
| 4 | Sacramento Station New Platform and Grade Separation Access: In a partnership with the private developer of the UPRR Railyard Project, finance share of improvements to support new grade-separated platforms and track infrastructure as part UPRR’s relocation of mainline tracks. Does not include the construction of a new station building or the relocation of the existing depot facility | Amtrak | \$5.00 | \$5.00 | -- | -- |
| 5 | Wireless Internet for Fleet: Install wireless Internet networks on all Northern California fleet in connection with installation of free or low-cost Internet service for customers on Capitol Corridor and San Joaquin services | CCJPA | \$3.00 | \$1.50 | \$1.50 | Caltrans |
| 6 | Hercules Station: Add a Capitol Corridor station as part of a transit-oriented development along the city’s waterfront | City of Hercules | \$28.40 | \$12.00 | \$16.40 | TCRP Local RTIP |
| 7 | Martinez Parking Expansion: Expand parking on the northwest side of the station and connect with the pedestrian overpass planned to extend from the existing station | City of Martinez | \$17.40 | \$10.50 | \$6.90 | Local RTIP |
| TOTAL | | | \$367.80 | \$81.50 | \$286.30 | |

The 2006 STIP is expected to reverse the trend from the 2004 STIP where there was no new capacity to fund projects. The State’s financial outlook appears to be improving and increased revenues to the State are finally allowing for funds to accumulate in the state’s transportation accounts to finance new projects.

With the passage of Bay Area Regional Measure 2 (RM-2) in March 2004, an additional source of funding for Capitol Corridor projects is now available through a \$1 toll increase on State-owned Bay Area bridges. Over the next two to four years, the CCJPA will receive or share as a project partner funding allocations from RM-2 for several projects:

- Benicia – Bahia Track Upgrade, on which the CCJPA is the lead agency
- Fairfield/Vacaville station, in collaboration with the Solano Transportation Authority
- Dumbarton Rail commuter rail service (Union City/Fremont – SF Peninsula), in collaboration with a team led by the Peninsula Corridor Joint Powers Board

Long-Term Capital Improvements (FY 2007-08 and Beyond)

On a long-term basis, the STIP is expected to continue to be a steady source of CIP funding, provided the State maintains the ability to provide new programming capacity every other year with the annual transfer of Proposition 42 funds. Additional long-term sources may include new State funding initiatives or new local funding programs. Future STIP cycles after 2006 will provide additional opportunities to fund the long-term CIP as outlined in the CCJPA's Vision Plan and supported by Caltrans' 10-Year Statewide Rail Plan and Amtrak's Strategic Corridors Initiative.

A potential new funding source may be available if voters pass any of the various infrastructure bond proposals. Similar to Proposition 116, an infrastructure bond measure from the late 1980s, these bond proposals recognize that the California transportation infrastructure system is underfunded and requires a steady funding source to maintain economic growth and keep up with projected population growth. Like Proposition 116, there is funding applicability for the State's intercity rail program that would provide CIP funds for the Capitol Corridor.

On a long-term basis, the STIP is expected to be a steady source of CIP funding, provided the State maintains the ability to provide new programming capacity every other year with the annual transfer of Proposition 42 funds.

Funding at the federal level, as of this writing, has never been provided for State-supported intercity rail services. However, there are several federal legislative proposals that would change this and create a program whereby federal eligibility would be extended to cover passenger rail service (apart from Amtrak funding). As a consequence, the CCJPA is working with Amtrak and Caltrans to use the roughly \$106 million CIP to leverage federal funding. Assuming an 80/20 federal/state split, the CCJPA could receive over \$350 million in federal funds, which would be invested to finance numerous CIP projects listed in Table 4-3. These projects support the CCJPA's service expansion plans aimed at reducing travel times, upgrading track infrastructure, and improving passenger amenities.

The CIP is consistent with the Regional Transportation Plans (RTPs) adopted by the San Francisco Bay Area Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), Caltrans' 10-Year Statewide Rail Plan, and Amtrak's Strategic Corridors Initiative. Each RTP includes a list of anticipated projects and cost estimates for a 25-year planning horizon. When possible, the CCJPA will share costs and coordinate with other rail and transit services on station and track projects. The projects that comprise the long-term CIP include those funded by multiple entities and those that the CCJPA will fund alone. A significant long-term project is the expansion of the Capitol Corridor service beyond Auburn to the Reno/Sparks area in Northern Nevada. The CCJPA, Caltrans, and the Nevada Department of Transportation have begun evaluating the necessary capital improvements as well as operational needs for this project.

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Table 4-3
Long-Term Capital Improvement Categories

| Capitol Corridor: Capital Cost Figures: Existing and Projected | | 1/23/2006 | | | | |
|--|--|------------------|--------------------------|-------------|-------------|---------------------------------------|
| Project Name | Description | CCJPA Commitment | Total Cost (in millions) | CCJPA Share | Match Share | Match Source |
| Current Capital Expenditures | | | | | | |
| Yolo Causeway Second Main Track | Second main track added to Yolo Causeway area which replaced prior single track bottleneck | Y | \$22.787 | \$22.787 | \$0.000 | |
| Oakland to San Jose Track Improvements | Second track and siding extensions to allow Capitol Corridor the capacity to increase service between Oakland and San Jose | Y | \$43.600 | \$43.600 | \$0.000 | |
| Roseville Yard Improvements | Additional yard tracks in the Roseville Yard that will allow more capacity for freight train switching which will provide more capacity on the mainline tracks for passenger and freight through service | Y | \$6.500 | \$3.000 | \$3.500 | |
| Bahia-Benicia Siding Extension | Joining two existing sidings together to allow sufficient capacity for switching freight trains to stay off the mainline | Y | \$10.000 | \$10.000 | \$0.000 | |
| Emeryville Phase I Station and Track Improvements | Station track improvements to reduce the number of conflicting moves when entering and exiting the station tracks at Emeryville Station | Y | \$1.750 | \$1.750 | \$0.000 | |
| Rolling Stock | | | | | | |
| Rolling Stock | State purchase of Rolling Stock to allow for increased service | N | \$95.000 | \$0.000 | \$95.000 | |
| Projected Capital Expenditures | | | | | | |
| Yolo Causeway Crossovers | West causeway high-speed universal crossovers. Location and size (W24s) already have UPRR agreement | Y | \$6.000 | \$6.000 | \$0.000 | |
| CP Coast Double Main Extension | Extend double track north of CP Coast to US-101. Allows CCJPA to increase from 7 round trips to 11 round trips | Y | \$20.000 | \$10.000 | \$10.000 | |
| Emeryville Phase II Station and Track Improvements | Complete phase two platform and track improvements for parallel moves at the south end/approach of the Station | Y | \$7.500 | \$7.500 | \$0.000 | |
| Dumbarton Rail Project Segment G | In conjunction with Dumbarton Rail project, support final Union City Intermodal Station design and associated track improvements | Y | \$90.000 | \$39.000 | \$51.000 | RM-2; MIP, RTP, local |
| Union City Intermodal Station | | | \$70.000 | \$0.000 | \$70.000 | |
| Hayward Double Track | Add a second track between Elmhurst and Industrial Parkway (Union City) to allow for up to 16 round trips between Oakland and San Jose (also supports Dumbarton Rail) | Y | \$15.000 | \$15.000 | \$0.000 | |
| Grade Crossing Projects and Safety Match Program | Implement High Street, Davis Street, and Hesperian Street. Grade separation projects utilizing a variety of funding sources. Also maintain CCJPA match for other grade crossing improvement projects | Y/N | \$60.000 | \$20.000 | \$40.000 | Grade sep. funds, local, State, Fed |
| Albree and Newark Sidings | Previously planned project but reduced due to environmental mitigation costs. These segments are mostly designed now by UPRR using a #30 switch for high speed moves at the north end of the Alviso wetlands and will improve reliability. | Y/N | \$5.500 | \$5.500 | \$0.000 | |
| Davis Station Platform Rebuild or New Station | Create a new island platform between the two main tracks with grade separated access which will eliminate the holdout rule which currently delays passenger and freight trains OR build a new location for the main Davis station near the Mondavi center. | N | \$20.000 | \$5.000 | \$15.000 | |
| Fairfield-Suisun Platform Rebuild | Create a new island platform between the two main tracks with grade separated access which will eliminate the holdout rule which currently delays passenger and freight trains | N | \$16.000 | \$4.000 | \$12.000 | |
| Car Marker @ Stations Program | Create a standardized car marker system at all stations and platforms so that trains can consistently be spotted which will allow for more rapid boarding and improve travel time | N | \$2.000 | \$2.000 | \$0.000 | |
| Martinez Parking Expansion | Expand parking on the north west side of the station and connect with the pedestrian overpass planned to extend from the existing station | N | \$17.400 | \$10.500 | \$6.900 | Contra Costa Sales Tax |
| Sacramento Station new platform and grade separation access | Make a Sacramento platform access that corresponds to the timing of the UPRR freight track move (anticipated in the next three years) and that supports the long term plans for Sacramento Station | N | \$5.000 | \$5.000 | \$0.000 | |
| New Swanston Sacramento Station | Establish a new Station at Swanston (with additional Sacramento RT connections) and add an additional UPRR main track between Hagen and Swanston with a layover yard | N | \$20.000 | \$9.000 | \$12.000 | |
| Wireless Internet for Fleet | Install wireless internet networks on all northern California fleet in connection with install of free or low-cost internet service for customers on Capitol Corridor and San Joaquin services (costs are estimated at a maximal level) | N | \$4.000 | \$4.000 | \$0.000 | |
| Reno Rail Extension | Extend Capitol Corridor service to Reno with stops inbetween. Purchase new milling stock; upgrade tracks and stations, as needed | N | \$120.000 | \$60.000 | \$60.000 | mix of funding sources not identified |
| Dedicated Track Improvement Program | Establish a dedicated gang for the Capitol Corridor service area that would conduct the track improvement program | N | \$10.000 | \$5.000 | \$5.000 | UPRR |
| Embarcadero Third Main Track | Construct a third main track in the Oakland Jack London Embarcadero area which will ensure reduction of conflicting movement of freight and passenger rail between the Oakland Yard and Oakland Jack London Square Station | N | \$15.000 | \$3.000 | \$12.000 | Port of Oakland, UPRR |
| | | TOTAL | \$603.400 | \$209.500 | \$293.900 | |

5. Performance Standards & Action Plan

As guided by its Vision Plan, the CCJPA’s management of the Capitol Corridor service will take a business model approach with an emphasis on customer-focused, cost-effective train service designed to sustain growth in ridership and revenue. Over the past seven years, ridership has continued to grow by increasing market demand along the congested I-80/I-680/I-880 highway corridors and by providing a high-quality public transportation service that is competitive in terms of frequency, travel time, reliability, and price.

In partnership with the State and Amtrak, the CCJPA develops performance standards for the Capitol Corridor service that measure usage (ridership), cost efficiency (system operating ratio), and reliability (on-time performance). Table 5-1 summarizes the standards and results for FY 2004-05 and FY 2005-06 (through December 2005) as well as the standards for the next two fiscal years. Appendix C shows the measures used to develop standards for two additional years through FY 2009-10.

**Table 5-1
Performance Standards for Capitol Corridor Service**

| Performance Standard | FY 04-05 | | | FY 05-06 | | | FY 06-07 | FY 07-08 |
|--|-----------|-----------|----------|---------------------------|----------------------------|----------|-----------|-----------|
| | Actual | Standard | Variance | Actual | Standard | Variance | Standard | Standard |
| Route Ridership | 1,260,249 | 1,200,100 | 8.0% | 418,356 (through 1/06) | 409,000 (through 12/05) | 2.3% | 1,398,500 | 1,433,500 |
| System Operating Ratio (train and feeder bus) | 43% | 39% | 10.3% | 49% (through 1/06) | 42% | 16.3% | 43% | 44% |
| On-Time Performance | 85% | 90% | (5.6%) | 68% (through 1/06) | 90% | (24.8%) | 90% | 90% |

FY 2004-05 Performance Standards and Results

The service plan during FY 2004-05 remained the same as FY 2003-04 with 24 weekday trains between Sacramento and Oakland (18 weekend), 8 weekday trains between Oakland and San Jose (12 weekend), and 2 daily trains between Roseville/Auburn and Sacramento. This is the maximum level of service attainable with the current rolling stock and trainsets available and assigned to the Capitol Corridor.

FY 2004-05 was one of the most successful years in terms of service performance for the Capitol Corridor. Ridership and revenue records were set for 12 consecutive months, with results exceeding performance standards. Service reliability exceeded the 90% standard from October 2004 through January 2005; however, on-time performance declined for the remainder of the fiscal year due to increased freight traffic and subsequent track congestion.

FY 2004-05 was one of the most successful years in terms of service performance for the Capitol Corridor. Ridership and revenue records were set for 12 consecutive months, with results exceeding performance standards.

- Ridership grew 8% in FY 2004-05 (exceeded standard)
- Revenue grew 16% during FY 2004-05 (exceeded standard)
- System operating ratio improved to 43% in FY 2004-05 (exceeded standard)
- On-time performance remained steady at 85% in FY 2004-05, compared to 86% the previous year

FY 2005-06 Performance Standards and Results to Date

The CCJPA, in cooperation with Amtrak and Caltrans, developed the FY 2005-06 standards based on the ridership, revenue, and operating expenses identified in the current FY 2005-06 CCJPA/Amtrak operating contract. These standards are presented in Table 5-1.

Ridership. Ridership year-to-date for FY 2005-06 is ahead of business plan projections by 2%, and above prior year results by 3%.

System Operating Ratio. System operating ratio (total revenues divided by fixed-price operating costs, a.k.a. farebox return) YTD for FY 2005-06 is 49%, significantly above the 42% standard, primarily due to the reduced operating expense of the customer service call center, which has been transferred from Amtrak to BART.

On-Time Performance. On-time performance YTD for FY 2005-06 is 68%, well below the 90% standard. This decline in reliability is due to numerous factors including track construction and maintenance programs between Oakland and San Jose and an overall increase in rail freight traffic along the Oakland – Roseville transportation corridor.

FY 2006-07 and FY 2007-08 Performance Standards

Table 5-1 provides the preliminary performance standards for FY 2006-07 and FY 2007-08. Appendix C shows the measures used to develop the performance standards. These fiscal year standards will be revised when more data becomes available.

FY 2006-07 Action Plan

For FY 2006-07, the work efforts of the CCJPA will focus on continued improvements in customer satisfaction and service delivery. The following action plans are designed to meet or exceed the established performance standards and provide exceptional service to the traveling public in the congested I-80/I-680/I-880 transportation corridor. Following are action steps for each quarter of the fiscal year.

1Q FY 2006-07

- Update CIP and develop list of Capitol Corridor intercity rail projects to be included in the 2006 STIP Interregional Improvement Program (IIP)
- Prepare a market research program in cooperation with Caltrans and Amtrak
- Work with the State to secure additional rolling stock, the primary barrier to expansion of capacity and Capitol Corridor service levels
- Secure funds from the 2006 STIP to advance and complete programmed track projects
- Complete “car marker program” at selected stations to decrease passenger loading time and improve overall running times
- Seek marketing and promotional partnerships to leverage added value and/or revenues
- Monitor and expand the programs with transit agencies to improve connectivity between the trains and local transit services
- Participate in the development of the planned Fairfield/Vacaville and Hercules stations and the Union City Intermodal Station/Dumbarton Rail commuter service
- Work with local, state, and federal agencies and interested parties to secure funding to implement Auburn/Sacramento – Richmond/Oakland regional trains

The CCJPA will work with local, state, and federal agencies and interested parties to secure funding to implement Auburn/Sacramento – Richmond/Oakland regional trains.

2Q FY 2006-07

- Initiate expanded train service to and from San Jose (up to 14 daily trains)
- Select vendor to install wireless fidelity (“Wi-Fi”) equipment on all trains in the Northern California fleet to enable wireless Internet access
- Begin pilot program and testing for the on-board automated ticketing and validation (ATV) system for conductors to reduce fraud, improve revenue collection and streamline reporting
- Evaluate measures to improve train and motorcoach performance, including modifications to the service

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- Conduct on-board surveys to assess rider profile and solicit feedback on Amtrak's performance
- Complete Phase I of track and signal improvements between Oakland and San Jose
- Seek funds to support the second phase of security improvements, including but not limited to cameras on trains and at stations

3Q FY 2006-07

- Develop revised Business Plan Update for FY 2007-08
- Host Annual Public Workshops to present service plans and receive input
- Develop Annual Performance Report and other information to present an overview of current performance and future plans

4Q FY 2006-07

- Develop FY 2007-08 marketing program, including market research
- Conduct on-board surveys to assess rider profile and solicit feedback on Amtrak's performance

FY 2007-08 Action Plan

This action plan for FY 2007-08 is preliminary and will be revised during the second half of FY 2006-07. In general, the CCJPA intends to focus on the following:

- Work with the UPRR and Amtrak to continue ridership and revenue growth by improving reliability and implementing projects that will add capacity and reduce travel times
- Continue to secure funds for additional rolling stock, safety and security upgrades, and track and signal projects to meet service expansion plans
- Develop marketing programs that retain riders through expanded amenities and loyalty campaigns and offers, and grow ridership through market research
- Update performance standards as necessary
- Work with Amtrak to secure additional cost efficiencies to be reinvested in service enhancements

6. Establishment of Fares

The CCJPA will develop fares in conjunction with Amtrak to ensure that the Capitol Corridor service is attractive and competitive with other transportation modes in the corridor, including the automobile. Ticket types include standard one-way and round-trip fares as well as monthly passes and 10-ride tickets valid for a 45-day period. These discounted multi-ride fares are competitive with other transportation modes and have become increasingly popular due to the high number of repeat riders who use the Capitol Corridor trains as their primary means of travel along the corridor. The monthly and multi-ride tickets can be used year-round for all regularly scheduled train service.

The Capitol Corridor's discounted multi-ride fares are competitive with other transportation modes and have become increasingly popular due to the high number of repeat riders who use the trains as their primary means of travel along the corridor.

The current fare structure is based on a one-way tariff, with the round-trip tariff being equal to double the one-way tariff. Generally, there are two seasonal periods for Capitol Corridor fares: peak season during the summer and off-season for the remainder of the year. There are also holiday fares that are slightly higher than those charged during the peak season. Discount fares are available to seniors, students, military personnel, and children under age 15. Amtrak also provides reduced fares for certain groups, such as AAA members. Fare modifications are used selectively to maximize revenue and ridership, while working towards the State's eventual farebox recovery goal of 50%.

FY 2006-07 Fares

Over the past seven years, the CCJPA has been incrementally increasing fares based on service improvements such as added trains, reduced travel times, and the opening of new stations. This program of strategic fare increases will continue to be pursued by the CCJPA and Amtrak in FY 2006-07. For the upcoming fiscal year, the CCJPA plans to increase fares when train service is expanded between Oakland and San Jose, which will also help to improve reliability and reduce travel times. As part of its Marketing Program (Section 8), the CCJPA will develop a variety of fare promotions that pursue opportunities to increase customer satisfaction and ridership without making major changes to Amtrak's current fare structure. Opportunities include:

For the upcoming fiscal year, the CCJPA plans to increase fares when train service is expanded between Oakland and San Jose, which will also help to improve reliability and reduce travel times.

- The "Tell-A-Friend" and frequent rider programs will reward customer loyalty by selectively distributing free round-trip tickets, much like the Trial Ride Program
- The Automated Ticket Validation (ATV) pilot program is a joint effort with Amtrak to provide conductors with handheld computer units that allow for on-board real-time validation and sales of tickets. Benefits of this system include customer convenience, real-time information on ridership and revenue, and operating cost efficiencies. The specifications for the ATV units require that the units accept smart card technology such as the Bay Area's Translink fare media
- Further expansion of transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach routes to parallel local transit services will help increase overall system ridership and revenues
- In a joint effort with Amtrak, existing ticket vending machines (TVMs) will either be replaced or new units will be installed at all stations by late Summer 2006. The TVMs will accept debit and credit cards only.

Taken together, these fare and ticketing projects and programs for FY 2006-07 will enhance customer convenience and increase revenue yield through expanded TVM availability and usage and improved revenue collection with the ATV project, while continuing to meet the State's eventual farebox recovery goal of 50%.

FY 2007-08 Fares

While still preliminary, the projected fare structure for FY 2007-08 will follow the program set forth in FY 2006-07. The CCJPA will perform periodic reviews of the fare structure and make modifications with Amtrak as necessary. In addition, the CCJPA will pursue opportunities to increase customer satisfaction and ridership without making major changes to Amtrak's fare structure. Opportunities include:

- Working with Metropolitan Transportation Commission (MTC) to include the Translink smart-card fare collection technology on the Capitol Corridor trains
- Continuation and expansion of transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach routes to parallel local transit services
- Further expansion and enhancement of the ATV pilot program to install an on-board handheld ticketing and validation system on all trains in the Northern California fleet assigned to the Capitol Corridor and San Joaquin routes

7. Service Amenities, Food Services and Equipment

The CCJPA is responsible for the administration and maintenance supervision of the State-owned fleet of rail cars and locomotives assigned to Northern California. The goal of the CCJPA is to ensure equity in the operation and maintenance of equipment assigned to the Capitol Corridor and San Joaquin Corridor services. In accordance with the ITA, the CCJPA is entrusted with ensuring that the rail fleet is operated and maintained to the highest standards of reliability, cleanliness, and safety; and that the unique features and amenities of the State-owned train

equipment are well utilized and maintained to standards established by Amtrak, the State, and the CCJPA.

Service Amenities

Accessibility. The Capitol Corridor and San Joaquin Corridor trains provide complete accessibility to passengers. Accessibility features include on-board wheelchair lifts, two designated spaces per train car for passengers in wheelchairs, and one wheelchair-accessible lavatory on the lower level of each train car.

Information Displays. Each California Car is equipped with passenger information displays that provide the train number and destination, plus any required public information.

Lavatories. Lavatories in California Cars feature electric hand dryers, soap dispensers, and infant diaper changing tables.

Telecommunications. California Cars that provide food service are equipped with one telephone for passenger use in the lower level of the train car. The current mid-life overhaul program includes the expansion of 110-volt power access to additional locations within all cars to satisfy the growing demand of passengers who bring laptop computers on the trains.

Research indicates that permanent procurement of wireless Internet/network services based on the emerging WiMax standard will best accommodate the needs of the Capitol Corridor service into the future, including its use in operational applications such as ticketing and security.

Bicycle Access. The original Cab and Coach Cars and newly acquired California Cars have bicycle storage units that hold three bicycles on the lower level of the train car. The newly acquired Cab Cars have storage space for up to 13 bicycles on the lower level.

Wi-Fi Internet Access. The trials for wireless Internet services are still ongoing based on a technology using satellite and cellular communications. Research over the past two years indicates that permanent procurement of wireless Internet/network services based on the emerging WiMax standard, a landside antenna-based technology, will best accommodate the needs of the Capitol Corridor service into the future, including its use in operational applications such as ticketing and security. The CCJPA will be working to procure technology based on this system over the next year.

Business/Custom Class Car. While current economic conditions in the State have deferred the CCJPA's introduction of the Business/Custom Class Car, concepts are still under evaluation to continuously upgrade and better serve business travelers with premium services that will retain and expand this market. The basic premise is to renovate one car per train to be equipped with additional services and amenities not found in other Coach Cars, such as:

- Window curtains
- Morning coffee and pastry service
- Daily periodicals
- Satellite Internet access

Food and Beverage Services

Many of the food and beverage service improvements proposed in prior years have been implemented, and are reaping benefits in customer satisfaction and increased sales of menu items. Recent modifications include:

- More attractive menu choices
- New signage and seat pocket menus that promote food service
- Improved inventory and accounting procedures to enhance profitability

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These efforts by the CCJPA and Caltrans will continue to enhance the unique food and beverage service provided on the Capitol Corridor and San Joaquin Corridor trains, which differentiates it from other modes of transportation.

Equipment Acquisition, Maintenance, and Renovation

The CCJPA continues to work closely with Caltrans and Amtrak to refine the maintenance and operations programs to improve the reliability, safety, and cost-effectiveness of the rail fleet. The Capitol Corridor and San Joaquin routes now share a combined fleet of 15 F59PHI locomotives, 2 DASH-8 locomotives, and 78 Alstom-built passenger coaches and food service cars. New fleet acquisitions recently proposed by the Governor will dramatically increase the capacity of the service. Recent federal legislative proposals also raise the possibility of leveraging State dollars with a federal match.

Using previously allocated State funds, the CCJPA, Caltrans, and Amtrak have created a multi-year program of train upgrades that will improve the performance of the rolling stock and maintain the valued assets of the State's investment in the service.

Oakland Maintenance Facility. The new Oakland Maintenance Facility opened for business on Nov. 1, 2004. This facility is designed to accommodate the service expansion plans of the Capitol Corridor and San Joaquin services. Amtrak, Caltrans Rail, and the CCJPA will continue to make incremental improvements to maximize the facility's efficiency.

Rehabilitation and Modification Programs. Using previously allocated State funds, the CCJPA, Caltrans, and Amtrak have created a multi-year program of upgrades to the existing train fleet that will improve the performance of the rolling stock and maintain the valued assets of the State's investment in the service.

Work Completed (FY 2005-06 and Prior)

- The original fleet of locomotives has been through an extensive renovation program that included the rebuilding of auxiliary power motors, which has resulted in a marked improvement in performance and reliability
- The individual Heating-Ventilation-Air Conditioning (HVAC) units on each passenger car were rebuilt prior to Summer 2003
- The original fleet of locomotives, Coach Cars, Diner Cars, and Cab Cars were also repainted

Upcoming Work (FY 2006-07 and Beyond)

- The door systems have been completely redesigned to improve operation and maintenance via a microprocessor-controlled door operator system. These have been installed in the first 17 coaches that have been overhauled so far
- Improvements are being made to the ducting and filtration systems of the renovated HVAC control system, providing better air quality and climate control
- Restroom facilities are being upgraded, including rebuilt toilet operating systems, new flooring, and improved doors and latching mechanisms
- An improved ride quality suspension package and collision protection system is being installed to enhance passenger and crew safety
- The communication connections between train cars are being upgraded to provide better volume control, improved real-time signage, and capabilities for expanded Wi-Fi service to the entire train via a network-ready cable

8. Marketing Strategies

The CCJPA uses a combination of grassroots local marketing efforts and broad-based joint media campaigns to build awareness of the Capitol Corridor service. Marketing dollars and impact are maximized through joint promotions and advertising as well as reciprocal marketing programs with the State, Amtrak, CCJPA member agencies, and other selected partners. A

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primary objective is to promote the service to key markets and attract riders to trains with available capacity.

Advertising Campaigns. Major media campaigns inform leisure and business travel audiences about service attributes, promotions/pricing, and destinations. The advertising mix includes print, radio, outdoor billboards, direct mail, and online media buys, and it is continually adjusted to ensure consistent visibility in premium markets.

Targeted Marketing Programs. The CCJPA will continue to develop programs that target specific markets, such as the Train Treks youth group discount program to boost mid-day, mid-week travel and customer retention efforts such as Rider Appreciation and Tell-a-Friend programs. Major media campaigns promote riding the train to popular events such as Oakland Raiders games. The CCJPA will develop promotional programs that create awareness of the train

The Capitol Corridor's Strategic Marketing Partnership Program has established metrics to enhance the CCJPA's trade promotion negotiations, allowing selected partners to market their products through Capitol Corridor marketing channels.

as way to reach fun destinations throughout Northern California. Working with hotels and convention/visitor bureaus, the CCJPA will create seasonal destination-based packages to sports events and cultural attractions (San Jose Grand Prix, Old Sacramento, etc.).

Partnership Brand Marketing. The Capitol Corridor's Strategic Marketing Partnership Program has established metrics to enhance the CCJPA's trade promotion negotiations, allowing selected partners to market their products through Capitol Corridor marketing channels. The program now has a solid foundation for increasing value and revenues to the advertising program by partnering with well-known organizations that share similar target audiences.

Joint Marketing. Working with Amtrak and Caltrans, the CCJPA achieves cost efficiencies in marketing the State-supported rail services through select joint promotions and campaigns.

Communications and Public Relations The CCJPA places great importance on keeping in constant communication with our passengers. A positive public image is also essential to building awareness of the brand. Key elements include:

- Call center staff work closely with marketing and operations to ensure callers receive clear and up-to-date information about the Capitol Corridor service and promotions
- An evolving website, electronic newsletter, electronic station signage, flyers and posted signs inform customers about service changes, promotions, and special events
- Public relations will continue its lifestyle marketing approach and focus on creating buzz through attention-getting events and amenities

Outreach and Advocacy. The CCJPA will develop a broader plan for advocacy of the Capitol Corridor service and related services, and build upon outreach efforts with communities along the route. Key elements include:

- Advocacy efforts will aim to increase the Capitol Corridor's visibility and recognition as a unique interagency partnership
- Communities along the Capitol Corridor have joined the CCJPA to share awareness-building efforts in their respective cities through local marketing campaigns
- An Annual Performance Report informs the public and elected officials of the service's success and benefits to local communities
- Working with Operation Lifesaver – a voluntary effort by railroads, safety experts, law enforcement, public agencies, and the general public – the CCJPA will support rail safety campaigns through education, engineering, and enforcement
- The CCJPA will leverage riders who use and benefit from the service as advocates in their communities

FY 2006-07 Marketing Program

The CCJPA's FY 2006-07 Marketing Program will focus on meeting the increased ridership projections, using marketing strategies based on our existing core service. In FY 2007, the CCJPA will shift primarily to solo campaigns, but will retain the most lucrative shared promotions with Amtrak and Caltrans. Advertising media will consist primarily of radio traffic sponsorships, promotionally driven media buys, and online ads. Specific marketing programs will target the markets most likely to benefit from our planned service expansions. Marketing initiatives will also aim to enhance the distinctiveness and visibility of the Capitol Corridor brand. Key elements will include:

- Advertising messages and creative that reflect the CCJPA's emphasis of the Capitol Corridor as a distinct service brand
- Joint media promotions with well-known organizations to maximize media dollars and expand market reach
- Reciprocal marketing with tourism industry members such as hotels, airports, and convention/visitor bureaus
- Targeted marketing to school groups, senior citizens, special interest groups, and new residential communities
- Outreach and public relations efforts in the Silicon Valley/San Jose area to coincide with service expansion

In FY 2006-07, specific marketing programs will be developed to target the markets most likely to benefit from the Capitol Corridor's planned service expansions.

FY 2007-08 Marketing Program

The CCJPA will place continued emphasis on the Capitol Corridor brand to increase regional brand awareness and test for advertising effectiveness. Creative execution will emphasize local character and personalize the service, including possible image and identity modifications.

9. Annual Funding Requirement: Costs & Ridership Projections

The primary purpose of this Business Plan Update, as identified in the ITA, is to request the annual funds required by the CCJPA to operate, administer, and market the Capitol Corridor service for agreed-upon service levels. Previous sections in this document describe the proposed operating plan, planned service improvements, and capital improvements for FY 2006-07 and FY 2007-08.

FY 2006-07 and FY 2007-08 Operating Costs

Based on the Operating Plan and Strategies (Section 3), Amtrak has provided its best estimate for FY 2006-07 and FY 2007-08. These costs are shown in Table 9-1 and include the basic train service and associated feeder bus service (routes 20, 21, and 23), including the CCJPA's proportionate share of costs relating to the Highway 17 Express bus service (San Jose – Santa Cruz) and Highway 49 Express bus service (Auburn – Grass Valley).

FY 2006-07 and FY 2007-08 Marketing Expenses

The CCJPA's marketing budget for FY 2006-07 and FY 2007-08 will fund the respective year's Marketing Programs presented in Section 8. The CCJPA will develop the various campaigns and programs. The preliminary budget estimates illustrated in Table 9-1 represent only direct expenditures of the CCJPA and do not include any costs for marketing programs provided solely by Amtrak or the State.

FY 2006-07 and FY 2007-08 Administrative Expenses

Table 9-1 identifies the estimate for the FY 2006-07 and FY 2007-08 budgets that support the administrative activities of the CCJPA for the Capitol Corridor service. There has been a shift in funds from the operating budget to the administrative budget due to the October 2005 (FY 2005-06) transfer of customer service call center operations from Amtrak to BART, the CCJPA's

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managing agency. However, the total allocation to the CCJPA remains the same as in prior years.

The Capitol Corridor service will remain a part of the State’s intercity rail system and continue to be funded by the State. The CCJPA will provide the level of service consistent with funding appropriated by the Legislature and allocated by the State. Cost savings realized by the CCJPA or revenues in excess of business plan projections during the term of the ITA will be used by the CCJPA for service improvements in the corridor (Section 1).

**Table 9-1
CCJPA FY 2006-07 – FY 2007-08 Funding Requirement
Capitol Corridor Service (Minimum Levels)**

| Service Level | FY 2006-07 | | | | FY 2007-08 | |
|---|----------------------|----------------------|-------------------|-------------------|----------------------|----------------------|
| | | Incremental Increase | | | TOTAL | TOTAL |
| Sacramento-Oakland | | | | | | |
| Weekday | 24 | | | | 24 | 24 |
| Weekend | 18 | | | | 18 | 18 |
| Oakland-San Jose | | | | | | |
| Weekday | 8 | 6 | | | 14 | 14 |
| Weekend | 12 | 2 | | | 14 | 14 |
| Sacramento-Roseville | 2 | | 4 | | 6 | 6 |
| Roseville-Auburn | 2 | | | 2 | 4 | 4 |
| Ridership (a) | 1,272,800 | 74,200 | 39,100 | 12,400 | 1,398,500 | 1,433,500 |
| Total Train Operating Expenses | \$ 32,863,000 | \$ 1,399,000 | \$ 644,000 | \$ 334,000 | \$ 35,240,000 | \$ 35,945,000 |
| Equipment Capital Costs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Train Expenses | \$ 32,863,000 | \$ 1,399,000 | \$ 644,000 | \$ 334,000 | \$ 35,240,000 | \$ 35,945,000 |
| Total Bus Expenses | \$ 2,665,000 | (42,000) | - | (29,000) | \$ 2,594,000 | \$ 2,659,000 |
| TOTAL Expenses (a) | \$ 35,528,000 | \$ 1,357,000 | \$ 644,000 | \$ 305,000 | \$ 37,834,000 | \$ 38,604,000 |
| Train Revenue | \$ 13,607,000 | \$ 719,000 | \$ 409,000 | \$ 157,000 | \$ 14,892,000 | \$ 15,606,000 |
| Bus Revenue | \$ 1,512,000 | (20,000) | - | (15,000) | \$ 1,477,000 | \$ 1,543,000 |
| TOTAL Revenue (a) | \$ 15,119,000 | \$ 699,000 | \$ 409,000 | \$ 142,000 | \$ 16,369,000 | \$ 17,149,000 |
| CCJPA Funding Requirement | | | | | | |
| CCJPA Operating Costs (b) | \$ 20,409,000 | \$ 658,000 | \$ 235,000 | \$ 163,000 | \$ 21,465,000 | \$ 21,455,000 |
| Insurance for State-Owned Equipment (c) | \$ 425,000 | \$ - | \$ - | \$ - | \$ 425,000 | \$ 425,000 |
| Minor Capital Projects (d) | \$ 325,000 | \$ - | \$ - | \$ - | \$ 325,000 | \$ 325,000 |
| Subtotal-CCJPA Operating Expenses | \$ 21,159,000 | \$ 658,000 | \$ 235,000 | \$ 163,000 | \$ 22,215,000 | \$ 22,205,000 |
| Marketing (e) | \$ 1,174,000 | \$ - | \$ - | \$ - | \$ 1,174,000 | \$ 1,174,000 |
| Administrative Expenses (f) | \$ 2,815,000 | \$ - | \$ - | \$ - | \$ 2,815,000 | \$ 2,815,000 |
| TOTAL CCJPA Funding Request | \$ 25,148,000 | \$ 658,000 | \$ 235,000 | \$ 163,000 | \$ 26,204,000 | \$ 26,194,000 |

(a) CCJPA provided initial estimates for ridership, revenue, and operating costs. Amtrak to provide final estimates in March 2006.

(b) Starting in FY 2003-04 Amtrak revised its allocation of train operating expenses, whereby indirect expenses (i.e., depreciation, interest/taxes, and other administrative costs) are incurred by Amtrak but are not passed on to the CCJPA, resulting in lower CCJPA/State operating costs.

(c) Amtrak procures insurance coverage for state-owned equipment that is operated for service.

(d) Expenses to be allocated for small or minor capital projects.

(e) Due to State budget constraints, the FY 2005-06 and FY 2006-07 marketing expenses will be capped at the same levels as the six prior fiscal years (\$1,174,000). Does not include contributions by Amtrak or additional resources provided by the State as part of market research program.

(f) Includes additional administrative expenses to CCJPA resulting from transfer of call center/phone information services from Amtrak to CCJPA/BART.

10. Separation of Funding

As identified in the Joint Exercise of Powers Agreement (JEPA) for the CCJPA, the Controller-Treasurer of the Managing Agency of the CCJPA shall perform the functions of Treasurer, Auditor, and Controller of the CCJPA. BART’s prior agreement with the CCJPA to serve as the CCJPA’s Managing Agency expired in February 2005 and was renewed for a five-year term through February 2010, consistent with enactment of AB 1717 in September 2003. This longer

term will allow the CCJPA Board to more effectively measure the performance of the Managing Agency.

As identified in the ITA, the State shall perform audits and reviews of financial statements of the CCJPA with respect to Capitol Corridor service. In addition, the CCJPA requires that the Controller-Treasurer shall provide for an annual independent audit of the accounts of the CCJPA within six months of the close of the State fiscal year. BART has established the appropriate accounting and financial procedures to ensure that the funds appropriated and otherwise secured by the CCJPA during FY 2006-07 and FY 2007-08 to support the Capitol Corridor service are solely expended to operate, administer, and market the service.

11. Consideration of Other Service Expansions & Enhancements

Consistent with the CCJPA's Vision Plan, this section presents service expansion and enhancement opportunities beyond the CCJPA's FY 2006-07 and FY 2007-08 service plans and funding requirements. Planning for potential new services will require securing capital improvements, additional operating funds, and institutional agreements.

Auburn – Sacramento – San Francisco Bay Area Regional Rail Markets. Over the past two years, a conceptual planning study has been underway to determine the feasibility and funding opportunities for the operation and necessary capital improvements to provide peak hour regional rail service between Auburn/Sacramento and Richmond/Oakland. These proposed trains would be integrated with the Capitol Corridor intercity trains to provide 30-minute headways during the weekday peak periods. The planning study was completed in October 2005.

Silicon Valley/Santa Clara County Markets. Efforts continue to expand public rail transportation to the South Bay. With the passage of Bay Area Regional Measure 2 in March 2004, a \$1 increase in local bridge tolls will be the primary funding source (with matching State and federal funds) for the introduction of peak hour commuter train service between an expanded Union City

The proposed regional rail trains between Auburn/Sacramento and Richmond/Oakland would be integrated with the Capitol Corridor intercity trains to provide 30-minute headways during the weekday peak periods.

Intermodal Station and San Jose/San Francisco via the Dumbarton Rail bridge. The CCJPA is co-project applicant with Caltrain for the planning, construction and implementation of this service. The CCJPA will work with project partners to ensure that Capitol Corridor trains are closely coordinated and integrated with ACE and the new Dumbarton Rail commuter trains, especially along the shared track between Union City and Fremont/Newark. In addition, VTA and BART continue planning and environmental studies for the proposed extension of BART from Southern Alameda County to San Jose. The development and operation of this proposed BART extension would be coordinated with existing and additional Capitol Corridor trains to and from San Jose and Silicon Valley.

Additional Service Expansion. The CCJPA continues to work with Amtrak, Caltrans, and other interested agencies to increase train service levels on the Capitol Corridor. The CCJPA will utilize the Caltrans 10-Year Statewide Rail Plan to develop and implement its vision of bi-directional hourly service.

In a partnership with Placer County TPA and Caltrans Division of Rail, the CCJPA completed a conceptual planning study in January 2005 on the proposed extension of Capitol Corridor trains to Reno/Sparks (via Truckee). The study identified conditions along the rail route and at existing or proposed stations, developed conceptual train schedules, estimated ridership/revenue projections and operating costs, prepared a preliminary capital improvement plan, and established an action plan to implement the service extension by FY 2009-10.

Capitol Corridor Service FY 2006-07–FY 2007-08 Business Plan Update (Draft Jan. 2006)

However, the extension of service to Reno/Sparks has been suspended at the request of the Union Pacific Railroad. When UPRR is prepared to consider passenger rail service coupled with their extensive freight rail service plans in the corridor, the CCJPA may then be able to work with UPRR to establish the envisioned service. At that point, the CCJPA will work with Amtrak, the City of Reno, and other agencies to ensure that the extension of Capitol Corridor trains to Reno will serve Reno station, renovated and re-opened with the completion of the Reno railroad-trenching project.

The CCJPA has adopted a Train Service Policy that encourages partnerships among several passenger rail services and local/regional transportation agencies to ensure that proposed service extensions provide mutual cost savings through the use of joint facilities and equipment.

The CCJPA has set forth and adopted a Train Service Policy that supports the future extensions to new markets beyond the Capitol Corridor. It encourages partnerships among several passenger rail services and local/regional transportation agencies to ensure that these proposed service extensions provide mutual cost savings through the use of joint facilities and equipment. In addition to the Capitol Corridor extension to Reno/Sparks and other proposed regional commuter rail services, the CCJPA has developed working relationships with:

- Dumbarton Rail commuter trains (Union City – Redwood City – San Francisco/San Jose)
- San Joaquin Corridor service
- Amtrak National Network (California Zephyr and Coast Starlight)
- Altamont Commuter Express service (Stockton – Livermore – San Jose)
- Caltrain service (Gilroy/San Jose – San Francisco)
- California High Speed Rail Authority
- Proposed new passenger rail services to Monterey, Redding/Chico, Napa/Santa Rosa, and Los Angeles via the Coast Subdivision (Salinas/San Luis Obispo)

Beyond the proposed extensions of the Capitol Corridor service, future service enhancements between the three urban centers located in the Capitol Corridor (Sacramento, Oakland/San Francisco, and San Jose) present the opportunity to achieve significant ridership increases.

Appendices

Appendix A
 Capitol Corridor Historical Performance

| Fiscal Year | Trains | Ridership | Prior Year | per day | Revenue* | Prior Year | Expense* | Prior Year | Ratio* | Costs* |
|---------------|-------------|-----------|------------|---------|--------------|------------|--------------|------------|--------|--------------|
| SFY 91/92 (a) | 6 | 173,672 | -- | 864 | \$1,973,255 | -- | \$4,848,967 | -- | 40.7% | \$1,592,907 |
| SFY 92/93 | 6 | 238,785 | -- | 650 | \$2,970,103 | -- | \$8,333,093 | -- | 35.6% | \$6,712,017 |
| SFY 93/94 | 6 | 364,070 | 52.5% | 1,000 | \$3,598,978 | 21.2% | \$9,911,735 | 18.9% | 36.3% | \$6,714,761 |
| SFY 94/95 | 6 | 349,056 | -4.1% | 960 | \$3,757,146 | 4.4% | \$9,679,401 | -2.3% | 38.8% | \$6,012,315 |
| SFY 95/96 (b) | 8 | 403,050 | 15.5% | 1,100 | \$4,805,072 | 27.9% | \$11,077,485 | 14.4% | 43.4% | \$6,434,940 |
| SFY 96/97 | 8 | 496,586 | 23.2% | 1,360 | \$5,938,072 | 23.6% | \$20,510,936 | 85.2% | 29.0% | \$9,701,519 |
| FFY 97/98 (c) | 8 | 462,480 | -6.9% | 1,270 | \$6,245,105 | 5.2% | \$20,527,997 | 0.1% | 30.4% | \$11,404,143 |
| FFY 98/99 (d) | 10/12 | 543,323 | 17.5% | 1,490 | \$7,314,165 | 17.1% | \$23,463,325 | 14.3% | 31.2% | \$16,022,024 |
| FFY 99/00 (e) | 12/14 | 767,749 | 41.3% | 2,100 | \$9,115,611 | 24.6% | \$25,672,749 | 9.5% | 35.7% | \$16,440,540 |
| FFY 00/01 (f) | 14/18 | 1,073,419 | 39.8% | 2,941 | \$11,675,117 | 28.1% | \$28,696,741 | 11.8% | 40.7% | \$17,680,477 |
| FFY 01/02 | 18 | 1,079,779 | 0.6% | 2,960 | \$12,201,602 | 4.5% | \$32,842,038 | 14.4% | 37.2% | \$20,590,919 |
| FFY 02/03 (g) | 18/20/22/24 | 1,142,958 | 5.9% | 3,130 | \$12,800,469 | 4.9% | \$36,469,383 | 11.0% | 38.1% | \$21,540,910 |
| FFY 03/04 | 24 | 1,165,334 | 2.0% | 3,190 | \$13,168,373 | 2.9% | \$35,579,266 | -2.4% | 37.2% | \$22,708,181 |
| FFY 04/05 | 24 | 1,260,249 | 8.1% | 3,450 | \$15,148,333 | 15.0% | \$35,110,571 | -1.3% | 43.2% | \$24,288,609 |
| FFY 05/06 (h) | 24 | 318,120 | 3.2% | 3,460 | \$4,051,277 | 7.3% | \$8,701,000 | -1.5% | 50.6% | \$5,031,500 |

* Cost statistics include train service as well as bus service

RT = Round trip

SFY = State Fiscal Year (July 1 - June 30)

FFY = Federal Fiscal Year (October 1 - September 30)

a. Statistics available for partial year only because service began in December 1991.

b. Fourth round-trip began in April 1996.

c. Statistics presented for FFY 97/98 and each subsequent FFY to conform with Performance Standards developed by BT&H

d. 10 trains began on October 25, 1998 and 12 trains began on February 21, 1999.

e. 14 trains were added effective February 28, 2000

f. 18 trains were added effective April 29, 2001

g. 20 trains were added October 27, 2002; 22 trains were added January 6, 2003; 24 trains were added April 28, 2003

h. Ridership and revenue shown is the period through December 2005.

**Appendix B
Programmed or Completed Capitol Corridor Projects (as of December 2005)**

| Programmed or Completed Projects (Preliminary and Tentative - Subject to Revision) | Costs |
|---|----------------------|
| Station Projects | |
| Colfax | \$2,508,165 |
| Auburn | \$3,131,656 |
| Rocklin | \$2,114,173 |
| Roseville | \$1,619,104 |
| Sacramento | \$11,549,526 |
| Davis | \$5,326,643 |
| Fairfield/Vacaville (a) | \$29,000,000 |
| Suisun/Fairfield | \$3,834,049 |
| Martinez | \$38,145,628 |
| Richmond | \$21,924,408 |
| Berkeley | \$4,745,500 |
| Emeryville | \$17,252,136 |
| San Francisco – Ferry Building | \$584,842 |
| Oakland – Jack London Square | \$20,319,077 |
| Oakland – Coliseum | \$6,132,000 |
| Hayward | \$1,782,500 |
| Fremont – Centerville | \$3,544,050 |
| Great America/Santa Clara | \$3,082,627 |
| San Jose – Diridon | \$27,138,542 |
| Platform Signs | \$63,101 |
| Real-time message signs (design) | 1,494,842 |
| Other (b) | \$2,640,575 |
| SUBTOTAL – Station Projects | \$207,933,144 |
| Track and Signal Projects | |
| Placer County | \$500,000 |
| Auburn Track and Signal Improvements | \$350,000 |
| Sacramento – Roseville (3 rd Track) Improvements | \$6,950,000 |
| Yolo Causeway 2 nd Track | \$16,754,185 |
| Sacramento – Emeryville | \$60,219,132 |
| Oakland – Santa Clara (Hayward Line) [1991] | \$14,900,000 |
| Niles Junction – Newark (Centerville Line) (c) | \$10,667,740 |
| Sacramento – San Jose C-Plates | \$14,156 |
| Oakland – San Jose | \$76,680,000 |
| San Jose 4 th Track | \$41,850,000 |
| Bahia Viaduct Track Upgrade | \$2,940,000 |
| Harder Road (Hayward) Undercrossing (2001) | \$8,898,000 |
| SUBTOTAL – Track and Signal Projects | \$240,723,213 |
| Maintenance and Layover Facility Projects | |
| San Jose (Pullman Way) Maintenance Facility | \$5,789,862 |
| Oakland Maintenance Facility (new) | \$63,835,956 |
| Oakland Maintenance Base (former site) | \$464,884 |
| Colfax/Auburn Layover Facility (d) | \$691,956 |
| Roseville Layover Facility | \$157,702 |
| Sacramento Layover Facility | \$941,316 |
| SUBTOTAL – Maintenance and Layover Facility Projects | \$71,881,676 |
| Rolling Stock (California Cars and Locomotives) (e) | \$235,282,226 |
| TOTAL – PROGRAMMED OR COMPLETED PROJECTS | \$755,820,259 |

**Appendix C
Capitol Corridor Performance Standards FY 2004-05 to FY 2009-10**

| PERFORMANCE STANDARD | FY 2004-05 | | | PERCENT CHANGE | FY 2005-06 STANDARD | FY 2006-07 PRELIMINARY STANDARD | FY 2007-08 PRELIMINARY STANDARD | FY 2008-09 PRELIMINARY STANDARD |
|---|---------------|---------------|-----------------------------|----------------|---------------------|---------------------------------|---------------------------------|---------------------------------|
| | ACTUAL | STANDARD | VARIANCE ACTUAL TO STANDARD | | | | | |
| USAGE | 24 | 24 | | | 24 | 24# | 24# | 32@ |
| NUMBER OF DAILY TRAINS (SAC-OAK) | | | | | | | | |
| Route Ridership | 1,258,179 | 1,200,100 | 58,079 | 4.8% | 1,247,700 | 1,398,500 | 1,433,500 | 1,856,000 |
| Average Daily Ridership | 3,447 | 3,288 | 159 | 4.8% | 3,418 | 3,832 | 3,927 | 5,085 |
| Percent Change in Route Ridership | 8.0% | 3.0% | \$ | \$ | 4.0% | 12.1% | 2.5% | 29.5% |
| Percent Change in Train Passenger Miles | 8.6% | 5.1% | \$ | \$ | -98.5% | 7857.5% | 2.5% | 36.8% |
| Percent Change in Train Miles | 0.0% | 0.0% | \$ | \$ | 0.0% | 15.8% | 0.0% | 53.9% |
| Passenger Miles per Train Mile (PMTM) | 95.0 | 91.9 | 3.1 | 3.4% | 1.4 | 95.2 | 97.5 | 88.7 |
| COST EFFICIENCY | | | | | | | | |
| Farebox Ratio (Train and Bus Service) | 43.1% | 39% | 4.6% | -- | 42% | 43% | 44% | 45% |
| Percent Change in Total Revenue | 13.5% | 1.8% | -- | -- | 6.0% | 11.5% | 4.8% | 33.8% |
| Percent Change in Total Expenses | 1.9% | 2.3% | -- | -- | -1.3% | 8.7% | 2.0% | 31.2% |
| Train Revenue per Train Mile | \$ 15.25 | \$ 13.85 | \$ 1.40 | 10.1% | \$ 14.66 | \$ 14.27 | \$ 14.96 | \$ 13.43 |
| Train Revenue per Passenger Mile (Yield) | \$ 0.161 | \$ 0.151 | \$ 0.010 | 6.5% | \$ 0.1587 | \$ 0.150 | \$ 0.153 | \$ 0.155 |
| Train Expenses per Train Mile | \$ 35.92 | \$ 36.37 | \$ (0.45) | -1.2% | \$ 36.21 | \$ 33.77 | \$ 34.45 | \$ 29.90 |
| Train Only State Cost per Train Mile | \$ 20.67 | \$ 22.52 | \$ (1.85) | -8.2% | \$ 21.54 | \$ 19.50 | \$ 19.49 | \$ 16.48 |
| Train Only State Cost per Passenger Mile | \$ 0.22 | \$ 0.25 | \$ (0.03) | -11.2% | \$ 0.22 | \$ 0.20 | \$ 0.20 | \$ 0.19 |
| SERVICE QUALITY | | | | | | | | |
| On Time Performance | 84.2% | 90% | -6% | -- | 90% | 90% | 90% | 90% |
| Percent of California Car Fleet Available | 89.0% | 87% | 2% | -- | 87% | 87% | 87% | 87% |
| OPERATING RESULTS | | | | | | | | |
| TRAIN AND BUS | | | | | | | | |
| Total Revenue | \$15,147,733 | \$13,585,000 | \$1,562,733 | 11.5% | \$14,678,000 | \$16,389,000 | \$17,149,229 | \$22,954,000 |
| Total Expenses | \$35,007,472 | \$35,250,000 | \$(242,528) | -0.7% | \$34,804,000 | \$37,834,000 | \$38,604,000 | \$50,659,000 |
| Total State Operating Cost ^ | \$ 22,147,472 | \$ 22,930,000 | \$ (782,528) | -3.4% | \$ 20,851,000 | \$ 22,216,000 | \$ 22,205,000 | \$ 28,780,000 |
| TRAIN ONLY | | | | | | | | |
| Train Only Revenue | \$13,739,256 | \$12,480,000 | \$1,259,256 | 10.1% | \$13,210,000 | \$14,892,000 | \$15,606,000 | \$21,576,000 |
| Train Only Expenses | \$32,361,472 | \$32,781,000 | \$(419,528) | -1.3% | \$32,617,000 | \$35,240,000 | \$35,945,000 | \$48,012,000 |
| Train Only State Operating Cost | \$18,623,218 | \$20,301,000 | \$(1,677,784) | -8.3% | \$19,407,000 | \$20,348,000 | \$20,339,000 | \$26,436,000 |
| Passenger Miles | 85,559,120 | 82,806,900 | 2,752,220 | 3.3% | 1,247,800 | 99,293,500 | 101,775,838 | 139,200,000 |
| Train Miles | 900,854 | 901,302 | (448) | 0.0% | 900,854 | 1,043,530 | 1,043,530 | 1,606,000 |

^ - Includes payments to Amtrak for use of equipment (including insurance) and minor capital costs. Not included in any other line item.

-- Represents fixed price contract cost for FFY 2003-04 and FFY 2004-05. Actual contract cost may be lower, but not higher.

1 - Per Business Plan Update/Amtrak Contract

- Standards measured assume expansion of 14 daily trains to/from San Jose, 6 daily trains to/from Roseville, and 4 daily trains to/from Auburn.

@ - Standards measured assume expansion of 4 trains (2 daily round trips) to Reno/Sparks, NV.

NOTE 1 - Performance measures not calculated where no standard was developed.

NOTE 2 - Percents of change not shown when measure itself is a percent.

Appendix D
How's Business



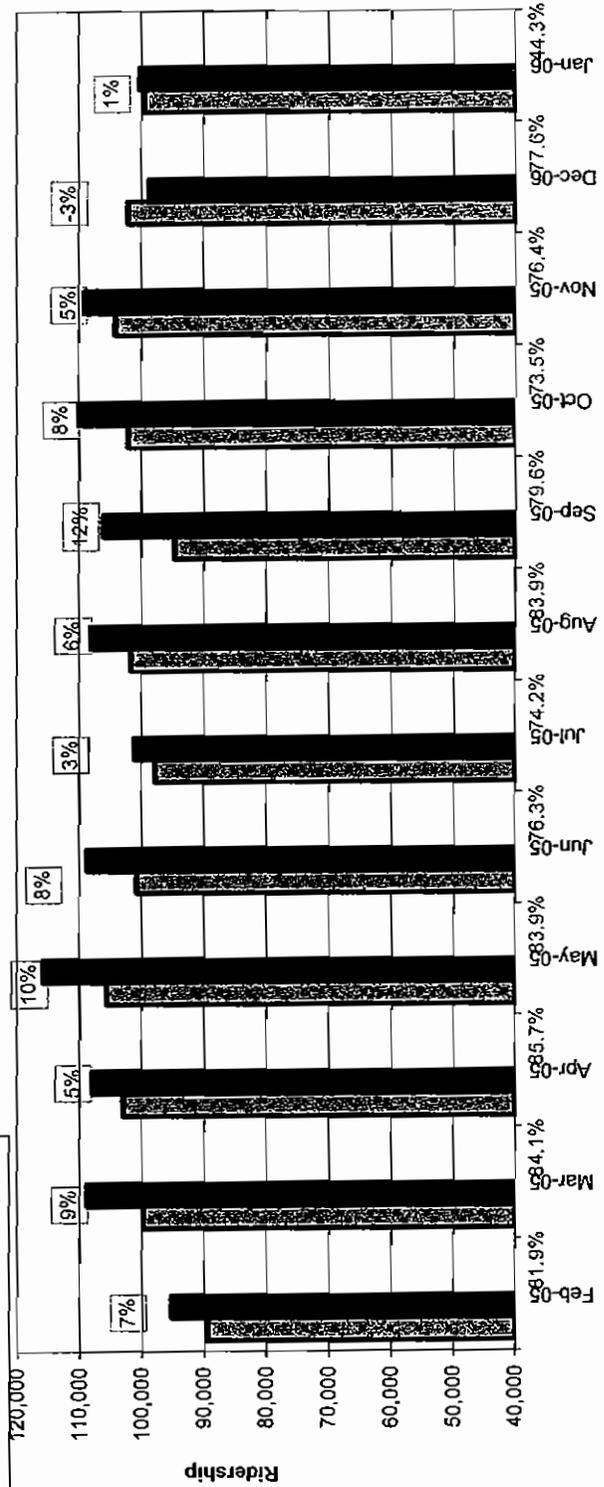
How's Business? Ridership

Capitol Corridor Performance
Ridership Trends
FFY 06 vs. FFY 05

5.8% Overall 12-Month Growth
5.6% Overall Prior 12 Month Growth Period

Ridership Last 12 Months=1,270,635
Ridership Prior 12 Month Period=1,201,154

■ Prior Year ■ Last 12 Months





DATE: March 15, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Regional Measure 2 (RM 2)

To be provided under separate cover.

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DATE: March 10, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Contracts Status Report:
1. Jepson Pkwy
2. North Connector
3. I-80 HOV Lanes (Red Top to Air Base Pkwy)
4. I-80/I-680/SR 12 Interchange
5. Project Management Services

Background:

STA has entered into or is about to enter into contracts to provide services for the delivery of capital improvement projects in Solano County. These contracts are funded through a variety of funds including Traffic Congestion Relief Program (TCRP), Regional Measure 2 (RM2), Federal Earmarks, and local funding,

Discussion:

The following provides an update to these contracts:

1.) Jepson Pkwy

The Concept Plan for the Jepson Parkway project proposes a 4-lane roadway connecting Vacaville, Solano County, Fairfield and Suisun City from I-80 at Leisure Town Road to SR12 at Walters Road. The project is divided into 10 segments for design and construction purposes. Four construction projects on the Jepson Parkway have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; and improvements to Leisure Town Road bridges and the Walters Road Widening (Suisun City). The I-80/Leisure Town Road Interchange (Vacaville) is currently under construction.

Environmental Impact Statement/Environmental Impact Report (EIS/EIR):

Jones and Stokes Associates, Inc.

Contract term: February 28, 2007.

Seven (7) contract amendments have been executed

Total contract \$1,215,694.61

As of February 2006, the consultant has billed \$1,134,382.45.

With the schedule for the Record of Decision (ROD) in February 2007, it is likely another contract amendment will be required to complete this document.

2.) North Connector Project

The North Connector is a planned parallel arterial that will be constructed on the north side of I-80. It will connect SR12 East with SR12 West and will provide additional capacity through this critical section of I-80. Due to limited funding, the North Connector Project will be constructed in segments. STA is the lead on designing and constructing the East Segment and West Portion of the Central Segment (Suisun Valley Rd Intersection and West) of the North Connector Project (estimated construction value of \$21 million) and the City of Fairfield will be taking the lead on completing the balance of the Central Segment. The West Segment of the North Connector will be completed at a future date and time.

Project Report/Environmental Document (PR/ED):

Korve Engineering

Contract term: March 31, 2007

Three (3) contract amendments

Total contract \$2,143,125

As of February 2006, the consultant has billed \$1,974,265.73

Caltrans has recently requested additional field surveys and noise work to be completed. As a result, there may be a need to make an amendment to this contract.

Plans, Specifications and Estimate (PS&E): contract pending

BKF Engineer

Contract term: March 1, 2010

Zero (0) contract amendments

Total contract \$1,400,000

As of February 2006, the consultant has billed \$0.00 as this contract is not yet executed.

3.) I-80 HOV Lanes (Red Top Road to Air Base Parkway)

This project includes an additional lane in each direction on Interstate 80 (I-80) for HOV use between the I-80/Red Top Road Interchange east to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, approximately 8.5 miles in length, will be constructed in the median of the existing highway. Minor outside widening may be required adjacent to the Truck Scale on ramps in order to provide standard on ramp geometry.

Environmental Document and Detailed Preliminary Engineering

Mark Thomas & Company/Nolte Associates Joint Venture

Contract term: September 2010

* contract amended from interchange contract as of February 6, 2006

Total contract \$5,469,000 (to complete the HOV Lane)

** the billings for the HOV Lane are combined with the Interchange, over the next month, these billings will be split to reflect work for the HOV Lane

4.) I-80/I-680/SR 12 Interchange

This project is to reconstruct the existing interchange based on 2035 traffic forecast.

Environmental Document

Mark Thomas & Company/Nolte Associates Joint Venture

Contract term: September 2010

* contract amended from interchange contract as of February 6, 2006

Total contract \$7,409,057 (to complete the interchange environmental document)

As of February 2006, the consultant has billed \$2,728,622.02

5.) Project Management Services

I-80/I-680/SR 12 Interchange, I-80 HOV Lanes (Red Top Road to Air Base Pkwy)

Project Management Delivery Group (PDMG)

Contract term: June 30, 2008

Seven (7) contract amendments

Total contract \$376,959.84

As of February 2006, the consultant has billed \$207,109.42

North Connector

Project Management Delivery Group (PDMG)

Contract term: June 30, 2008

Seven (7) contract amendments (work is included in interchange contract)

Total contract \$381,959.83

As of February 2006, the consultant has billed \$201,762

Recommendation:

Informational.

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DATE: March 10, 2006
TO: STA TAC
FROM: Sam Shelton, Planning Assistant
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 three project delivery announcements and reminders for the TAC:

1. 2007 TIP Development Deadline: **Friday, March 31, 2006.**
For edits made to TIP projects, hardcopies will be provided at the March 29th TAC.
2. Pending amendment of revised Regional Project-Delivery Policy for SAFETEA-LU STP and CMAQ Funds (MTC Adoption in April)
3. FY 2005-06 Obligated Projects, Authorization to Proceed (E-76) Deadline: **April 1, 2006.**

1) **2007 TIP Development**

The federally required Transportation Improvement Program, or TIP, is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally required action, such as a review for impacts on air quality.

The STA will begin entering 2007 TIP Amendments between March 27 and April 10 into MTC's WebFMS system (see attachment A). Developing the 2007 TIP requires that project sponsors review all their projects in the current TIP and inform STA of:

1. Projects that are completed and should be archived;
2. Projects that need to be continued into the new TIP;
3. Any changes to existing projects (scope, funding, contact person, etc); and
4. Updating project costs. Federal regulations require that the project listings reflect the latest estimates of the total project costs including all local funds, for all phases of the project.

Edits and updates to projects in the TIP will not be accepted by MTC after Monday, April 10, 2006. At the February 2006 TAC meeting, STA staff requested that project sponsors use the WebFMS system to review their projects before the WebFMS program undergoes routine maintenance on March 10. These edits were due to the STA by March 24, 2006.

Hardcopies of current TIP projects will be made available at the March 29th TAC meeting for members who have not yet sent in their edits to the STA. Edits made to these hard copies will be **due to the STA by Friday, March 31, 2006.**

- 2) Revised Regional Project-Delivery Policy for SAFETEA-LU STP and CMAQ Funds
Ross McKeown presented the "Revised Regional Project-Delivery Policy" to the Partnership TAC on February 27, 2006. The revised policy responds to provisions in SAFETEA, increased scrutiny of federal funding deadlines, recent Caltrans procedural changes (see last pages of Attachment B), and anticipated future federal and state policies relating to the timely use of federal funds. The intent of this regional project-funding policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects.

A summary of policy changes are included in Attachment B (MTC Draft Resolution 3606).

The Obligation deadline of May 31st (currently June 30th) and the Obligation Submittal deadline of March 1st (currently April 1st) will not take effect until FY 2006-07. If approved by MTC in April, the rest of the policy will take effect immediately.

- 3) FY 2005-06 Authorization to Proceed (E-76) Deadline
If a project sponsor has a project in the 2005 TIP funded in FY 2005-06, they need to have an Authorization to Proceed (E-76) from Caltrans by April 1, 2006. If you do not receive an approved E-76 by April 1, they run the risk of losing their Obligation Authority (OA) for other projects that can use the FY 2005-06 OA.

Attached is a list of FY 2005-06 STP/CMAQ Obligation Status for Solano County projects (see Attachment C). STA Staff requests that the TAC provide a status update for the projects lists in Attachment C.

Recommendation:

Informational.

Attachments:

- A. 2007 TIP Development Key Dates
- B. Memo to Partnership Technical Advisory Committee (PTAC): Proposed Revised Project-Funding Policy, February 27, 2006 (includes Draft MTC Resolution 3606).
- C. FY 2005-06 STP/CMAQ Obligation Status for Solano County projects.

| 2007 TIP Metropolitan Transportation Commission Transportation Improvement Program (TIP) Schedule of Key Dates February 1, 2006 | |
|---|--|
| Mon., Jan. 23, 2006 | Call for New Non-Exempt Projects Not Already In The TIP |
| Fri. February 10, 2006 | Last day to Submit Request for Formal TIP Amendment |
| Mon., Feb. 13, 2006 | Deadline to Submit List of New Non-Exempt Projects Not Already In The TIP |
| Fri., March 24, 2006 | TIP Lock Down – No More TIP Amendments And Begin Of 2007 TIP Development |
| Mon., March 27, 2006 | Beginning of Project Review by Project Sponsors |
| Mon., April 10, 2006 | End of Project Review by Sponsors and Beginning of Internal Review by MTC Program Managers |
| Wed., April 26, 2006 | Review of 2007 TIP project list and conformity approach by AQCTF |
| Wed., May 10, 2006 | Review of Admin. Draft Conformity Analysis by AQCTF |
| Mon., May 17, 2006 | Release of Draft TIP and Draft Conformity Analysis for Public Comment period |
| Wed., June 14, 2006 | Public Hearing on Draft TIP and Draft Conformity Analysis |
| Friday, July 5, 2006 | Close of Public Comment Period |
| Wed., July 12, 2006 | PAC Review of Draft 2007 TIP and Draft Conformity Analysis and referral to Commission For Approval |
| Wed., July 26, 2006 | Final 2007 TIP and Final Air Quality Conformity Analysis approved by the Commission |
| Tues. Aug. 26, 2006 | 2007 TIP Submitted to Caltrans |
| Mon., October 2, 2006 | Final 2007 TIP and Final Conformity Analysis - Approved by FHWA and FTA |

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METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Partnership Technical Advisory Committee (PTAC)

DATE: February 27, 2006

FR: Ross McKeown

RE: Revised Regional Project-Funding Delivery Policy for SAFETEA STP and CMAQ Funds

Background

The region has maintained an excellent project delivery record during the six-year period of the federal Transportation Equity Act for the Twenty-First Century (TEA-21). This outstanding delivery record was due to the hard work of Caltrans Local Assistance, the Congestion Management Agencies (CMAs), project sponsors and the regional project-funding delivery policies developed by MTC and the Bay Area Partnership. In an effort to maintain this delivery record during the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) and maximize the amount of federal funds flowing into the region, MTC and the working group of the Bay Area Partnership have revised and updated the existing regional delivery policy to ensure it remains consistent with new state and federal guidance.

The revised policy responds to provisions in SAFETEA, increased scrutiny of federal funding deadlines, recent Caltrans procedural changes (see attachment) and anticipated future federal and state policies relating to the timely use of federal funds. The revisions are specifically intended to: improve management of the limited Obligation Authority (OA) available each fiscal year, meet pre and post-obligation funding deadlines and facilitate project delivery. The policy calls for the programming and obligation of funds consistent with the timing and availability of federal Obligation Authority. The increased emphasis on the management of funding in the project delivery process will ensure funds are available to sponsors when their projects are ready to be delivered, and minimize the potential loss of federal funds due to missed deadlines. Furthermore, the AB1012 deadlines imposed by State law will be met well in advance, and the region will be in a position to accept additional funding that may become available.

Over the past few months, the Project Delivery Task Force of the Bay Area Partnership's Finance Working Group (FWG) has met and discussed revisions to the regional project-funding delivery policy to reflect new state and federal requirements. The task force consisted of representatives of the CMAs, transit operators, counties, Caltrans, and MTC staff, and convened on November 22, 2005 and January 4, 2006. The revised policy was also discussed at the February Finance Working Group (FWG) meeting.

Benefits of the SAFETEA Project-Funding Delivery Policy:

The following are key benefits of the revised policy:

- The policy continues to strengthen the region's delivery efforts, which has assisted the region and sponsors in delivering to the full apportionment and OA levels.
- Strengthens the region's ability to meet AB 1012 requirements, and incorporates Caltrans and FHWA post-obligation requirements, thus minimizing the risk of losing federal transportation funding.
- By holding firm and enforcing the funding deadlines, the region has been able to obligate all of its SAFETEA STP and CMAQ OA and apportionment to-date in a timely manner. This demonstrated success in the delivery of regional transportation projects supports subsequent requests for additional federal funding for the region.
- Provides flexibility for the CMAs to swap delayed projects with projects ready to use the funding.
- Establishes standard guidance to be applied for all regional STP and CMAQ programming cycles. A standardized policy makes it easier for project sponsors, MTC staff and Commissioners to implement project delivery strategies consistently among the programmed projects.

Significant New and Revised Regional Project-Funding Delivery Policies:

The following are the significant changes to the policy:

- Obligation deadline advanced from June 30th of the year programmed in the TIP to May 31. Revised deadline conforms to Caltrans' release of unused local OA on June 1st of each year.
- Obligation Request Submittal deadline advanced from April 1 of the year programmed in the TIP to March 1 in response to advanced obligation deadline.
- Implementing Agency must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days of receiving the PSA from Caltrans. Funds for projects without a PSA within 6 months of obligation will be de-obligated. Previous deadline was one-year. Revised deadline conforms to new Caltrans policy.
- Implementing agencies are required to request a field review within 12 months of approval of the project in the TIP, but no less than 12 months prior to the obligation deadline of construction funds. Previous deadline was within 6 months of MTC's approval of the project in the TIP.
- Funds for construction must be awarded within 9 months of obligation and invoiced and reimbursed against within 12 months of the obligation of construction funds, and invoiced every six months thereafter. Previous Award deadline was one year after obligation.
- Funds must be invoiced and reimbursed for each obligated project phase at least once every six months following obligation. This is a new provision to conform to new guidance from Caltrans and FHWA.

Memo to Partnership Technical Advisory Committee (PTAC)
Proposed Revised Project-Funding Delivery Policy
February 27, 2006
Page 3

- Projects must be closed out within 6 months of final invoice. Previous deadline was within one year of last expenditure. New requirement conforms to new guidance from Caltrans and FHWA.
- Implementing agencies that have projects that have missed these deadlines, regardless of federal fund source, are subject to limitations on future OA for subsequent projects, and restrictions on future programming. MTC will use past delivery as a criteria for future programming.
- Advance Construction Authorization (ACA) funding identified in the annual Obligation Plan has priority for OA over other projects. This new provision is intended to facilitate the use of ACA as a tool in project delivery. MTC will monitor the use of ACA so as not to impact delivery of other non-ACA projects.
- If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program year. The agency shall be considered committed to delivering the project (obligating the funds) once the program year becomes the current fiscal year, and the Annual Obligation Plan has been developed for that year.

The intent of this regional project-funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has established regional deadlines to provide the opportunity for implementing agencies, CMAs, Caltrans, and MTC to solve potential problems and bring the project back on-line in advance of losing funds.

The revised policy is scheduled to be presented to the Programming and Allocations Committee (PAC) for discussion and recommendation in April, to be considered for adoption by the Commission at its April 2006 meeting. If approved by the Commission, the provisions of the revised policy will take affect immediately, with the exception of the Obligation and Obligation Submittal deadlines, which will take affect in FY 2006-2007.

Proposed Schedule

| | | |
|--|---------------------------|---------------|
| Project-Funding Delivery Task Force Workshop 1 | Policy Development | Nov. 22, 2005 |
| Project-Funding Delivery Task Force Workshop 2 | Policy Development | Jan. 4, 2006 |
| Partnership Finance Working Group (FWG) Mtg. | Review and Discussion | Feb. 1, 2006 |
| Partnership Technical Advisory Committee (PTAC) Mtg. | Discussion/Recommendation | Feb. 27, 2006 |
| Programming & Allocations Committee (PAC) Mtg. | Discussion/Recommendation | Apr. 2006 |
| Commission Meeting | Adoption | Apr. 2006 |

Attachment: Proposed Revised Regional Project-Funding Delivery Policy for STP/CMAQ funds during SAFETEA

Attachment: Caltrans Obligation Procedures Letter

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**Metropolitan Transportation Commission
Regional Project Funding Delivery Policy
for SAFETEA - STP and CMAQ Funding
Proposed Draft Version: 02-08-2006
DRAFT**

General Policy

The region has established deadlines for funding in the regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) and subsequent extensions.

STP and CMAQ funds are to be programmed in the Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP).

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can deliver new projects within the required deadlines.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. All proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP.

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to

agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Project Cost Savings/Reductions in Scope/Project Failures

Projects may be completed at a lower cost than anticipated, or have a minor reduction in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must notify MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project-funding reductions will not be used. Federal regulations require that the project proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds.

Important Tip: If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the county CMA administered programs (such as the Local Streets and Roads Rehabilitation program) are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional operations projects, such as 511-Travinfo®, are available for redirection by the Commission.

For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline. Project funding reductions or unused funds realized after the obligation deadline return to MTC. Any STP/CMAQ funds that have been obligated but remain unused will be deobligated and returned to the Commission for redirection.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and will only be considered after March 1 of each fiscal year. In some years OA may not be available for advancements until after June 1, but the funds must be identified in the annual obligation plan, and the obligation request for the advanced OA must be received by Caltrans prior to June 1.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using

local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip: Caltrans releases unused local OA on June 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision also allows the advancement of projects after June 1, by using unclaimed OA from other regions.

Annual Obligation Plan

California Streets and Highway Code 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution. There is no provision in state statute the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan at the beginning of each federal fiscal year, based on the funding programmed in the TIP, and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made for the year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and if necessary, review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation are subject to de-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program fiscal year. The agency shall be considered committed to delivering the project (obligating the funds or transferring to FTA) once the program year becomes the current fiscal year, and the annual Obligation Plan has been developed for that year.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal requirements have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract cannot easily be met within the required deadline, the agency may consider using ACA until the project phase is underway and the agency is ready to invoice. ACA may also be considered by agencies that prefer to invoice once - at the end of the project, rather than invoice on the required semi-annual basis.

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Programming to Apportionment in the year of Obligation

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization Act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received.

Specific Policy Provisions

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP, but not less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities.

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Disadvantaged Business Enterprise (DBE)**

Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and goals methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual goals/methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP.

STP/CMAQ funding for agencies without approved DBE goals for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual goals/ methodology for the current year (if applicable) prior to the advancement of funds.

Important Tip: An agency DBE plan is required before the obligation of federal funds. Furthermore, an annual DBE goals methodology must be approved prior to the obligation of federal funds for services to be contracted out (such as environmental/ design/ construction/ procurement activities performed outside the agency). An annual DBE goals/methodology may not be required if the activities (such as environmental/design or construction) are to be performed in-house using internal staff resources. It generally takes a minimum of 90 days (including a minimum 45-day public comment period) to have an annual DBE goals/methodology approved. Due to the complexities of the DBE requirements, agencies should contact Caltrans Local Assistance to determine whether an annual DBE goals methodology is required. If an annual DBE goals/methodology is required agencies are encouraged to begin the process by June of the preceding federal fiscal year, so the process may be complete by the beginning of the federal fiscal year in October.

- **Obligation/Submittal Deadline**

Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criterion will be used for

selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by March 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by March 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after March 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the March 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 – September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/transferring the funds by the required obligation deadline for that fiscal year. Funding that does not meet the obligation deadline is subject to de-programming by MTC.

Within the CMA administered programs, such as the Local Streets and Roads Rehabilitation program, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until March 1 of the programmed year, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional operations projects, such as 511-TravInfo®, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of May 31 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by March 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by May 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of March 1, 2008 and an obligation/FTA transfer deadline of May 31, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of March 1, 2009 and an obligation/FTA transfer deadline of May 31, 2009. No extensions will be granted to the obligation deadline.

- **Submittal Deadline:** March 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).

- **Obligation Deadline:** May 31 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

March 1 - Regional submittal deadline. Complete package submittals, and ACA conversion requests for projects in the annual obligation plan received by March 1 of the fiscal year the funds are programmed in the TIP will receive priority for obligations against available OA.

March 1 – May 31 - Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by May 31. If OA is limited, these projects will compete for OA with projects advanced from future years on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to May 31, in order to secure the funds within that federal fiscal year.

May 31 - Regional obligation deadline. Funds not obligated (or transferred to FTA) by May 31 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to May 31 in order to secure the funds within that federal fiscal year.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement, except under certain circumstances such as when Caltrans uses ACA for state projects.

Important Tip: In some years OA for the region may be severely limited, especially toward the end of the federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the deadline of March 1 have priority, followed by other projects in the annual obligation plan submitted before the deadline of March 1. Projects in the obligation plan but submitted after March 1 may have OA (and thus obligations) restricted and may have to wait until OA becomes available – either after June 1, with unused OA is released from other regions, or into the following federal fiscal year when Congress approves additional OA. Obligation requests submitted after the March 1 deadline have no priority for OA for that year.

- **Program Supplement Agreement (PSA) Deadline**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days of receiving the PSA from Caltrans. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within 60 days of receipt from Caltrans will be unable to obtain any future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the 60-day PSA execution requirement. Funds for projects that do not have an executed PSA within 6 months of obligation are subject to deobligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing deadline, resulting in the loss of funding.

Agencies must submit the notice of award to Caltrans within 30 days of contract award, in accordance with Local Assistance procedure. Agencies with projects that do not meet these deadlines will have future programming and OA restricted until their projects are brought into compliance.

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip: Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult to meet the advertisement and award deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

- **Invoicing Deadline**

Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase must be invoiced at least once every six months following obligation.

Funds for the Construction (CON) phase must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months thereafter. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated.

If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline.

Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced at least once every 12 months are subject to project funding adjustments by FHWA.

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against for each obligated phase at least once every six months. Funds that are not invoiced and reimbursed at least once every 12 months are subject to project funding adjustments by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings can use ACA to proceed with the project, then convert to a full obligation prior to project completion. ACA does not meet the obligation deadline, but ACA conversions do receive priority in the annual obligation plan.

- **Inactive Projects**

Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to project funding adjustments by FHWA. There is no guarantee the funds will be available to the project once de-obligated.

- **Liquidation/Reimbursement Deadline**

Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation.

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and be de-obligated if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funds remaining on the

phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy, and other state and federal requirements, can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the project against these regional, state and federal funding deadlines and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and may be able to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines will have future obligations and programming restricted until their projects are brought back into good standing. Projects are selected to receive STP or CMAQ funding based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

Regional Project Funding Delivery Policy Intent

The intent of this regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority, and in meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in addition to state and federal funding deadlines

to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential project delivery issues and bring projects back on-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy specifically addresses the regional STP and CMAQ funds managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as Congressionally mandated projects including Earmarks). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.

This regional project-funding delivery policy was developed by the San Francisco Bay Area's Partnership, through the Project Delivery Task Force of the Bay Area Partnership's Finance Working Group (FWG), consisting of representatives of Caltrans, the county Congestion Management Agencies (CMAs), transit operators, counties, and MTC staff. The policy will be presented to the Bay Area's Partnership Technical Advisory Committee (PTAC) in February for further discussion. The revised policy is scheduled for adoption by the Commission in March 2006.

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**Metropolitan Transportation Commission
Regional Project Funding Delivery Policy
for SAFETEA - STP and CMAQ Funding
Proposed Draft Version: 02-08-2006**

DRAFT

| Milestone | Deadline | Authority | Consequence of Missed Deadline |
|---|--|-----------------------------|---|
| Programming in TIP | Agency committed to obligate / transfer funds by May 31 of the year programmed in TIP | Regional | Deprogramming of funds and redirection to other projects that can use the OA. |
| Field Review (If applicable) | Within 12 months of inclusion in TIP | Regional | Restrictions on future programming, obligations and OA until deadline is met. |
| Pre-Draft Environmental Document Submittal (Non-Cat Ex) | 12 months prior to obligation of Right of Way or Construction funds | Regional | Reprogramming of funds. |
| MTC Annual Obligation Plan | Beginning of each federal fiscal year | Regional | Funds not identified in MTC's annual Obligation Plan do not receive priority for OA and may need to wait until after June 1 to receive obligation/ transfer of funds. |
| Disadvantaged Business Enterprise (DBE) Goals (If Applicable) | Start by January 1, complete by March 1, of year programmed in TIP | Regional | Deprogramming of funds and redirection to other projects that can use the OA if not obligated by May 31. |
| Obligation/ FTA Transfer Request Submittal | March 1 of year programmed in TIP | Regional | Project loses priority for OA. Other projects in region may be given OA. |
| Obligation/ Transfer to FTA | May 31 of year programmed in TIP | Regional | Deprogramming of funds and redirection to other projects that can use the OA. |
| Release of Unused OA | June 1 | Caltrans | Unused OA is made available for other regions to access. |
| End of Federal Fiscal Year. - OA no Longer Available | August 30 | Caltrans, Federal | FHWA Obligation system shut down. Unused OA at the end of the federal fiscal year is taken for other projects. No provision the funds taken will be returned. |
| Program Supplement Agreement (PSA) | 60 days after receipt from Caltrans 6 months after obligation | Caltrans | Restrictions on future programming, obligations and OA until deadline is met. De-obligation of funds by Caltrans after 6 months. |
| Construction Advertisement | 6 months after obligation | Regional | Restrictions on future programming, obligations and OA until deadline is met |
| Construction Award | 9 months after obligation | Regional | Restrictions on future programming, obligations and OA until deadline is met |
| Invoicing & Reimbursement | Agency must invoice and receive reimbursement at least once every 6 to 12-months following obligation of funds | Caltrans, Federal, Regional | Explanation in writing if funds not invoiced in past 6-month period. (Caltrans) Funding adjustment if project inactive for 12 months. (FHWA) Restrictions on future programming, obligations and OA if agency has not invoiced and received reimbursement at least once every 12-months after obligation. (MTC) |
| Liquidation | 6 years after obligation | State of California | Loss of State Budget Authority and de-obligation by State of California |
| Project Close-Out | 6 months after final invoice | Caltrans, Regional | Explanation in writing. (Caltrans) Restrictions on future programming, obligations and OA. (MTC) |

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DRAFT

Proposed DRAFT

DEPARTMENT OF TRANSPORTATION
DIVISION OF LOCAL ASSISTANCE – MS. 1
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 653-1776
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TTY (916) 653-4086



*Flex your power!
Be energy efficient!*

September 19, 2005

To: Metropolitan Planning Organizations
Regional Transportation Planning Agencies

Dear Executive Directors:

Re: Procedural Changes in Managing Obligations

By the end of each federal fiscal year (September 30), the Federal Highway Administration (FHWA) is required to certify that all unexpended project obligations are still needed for projects in order for the state to continue receiving federal funds.

In 2004, the U.S. Department of Transportation's Office of Inspector General (OIG) issued a "Report on Inactive Obligations, FHWA FI-2004-039". The report's primary focus was on projects with funds obligated and no expenditure activities for twelve months or longer. This report also indicated that approximately 20 percent of the inactive funding was no longer needed and could be deobligated to fund other transportation projects. The report was critical of FHWA and the various states' Department of Transportation for not actively seeking these unneeded funds and applying them to new projects.

California Department of Transportation Director, Will Kempton, also addressed this inactive obligation issue in a letter dated August 22, 2005. Director Kempton asked for your cooperation in our efforts in reducing the level of inactive obligations.

As of August 2005, there were approximately 2300 local assistance projects with no expenditure activity for at least one year and a total unexpended obligated balance of approximately \$486 million.

In response to the OIG's report, and in an effort to assist FHWA in certifying that all obligations are needed, the California Department of Transportation (Department) will implement the following procedural changes effective October 1, 2005:

1. If a Program Supplement Agreement (PSA) is not executed and returned by an Agency within sixty (60) days of receiving the PSA from the Department, that Agency will be unable to obtain any future approvals for any projects, including obligations and invoice payments, until all PSAs for that Agency meet the 60-day PSA execution requirement.

"Caltrans improves mobility across California"

2. Funds for projects that do not have executed PSAs within six (6) months of the actual effective obligation date will be deobligated.
3. All new PSAs will require local agencies to submit invoices for eligible expenses at least once every six months for each project phase until all funds are expended. If an Agency does not have eligible expenses, then the Agency needs to provide a written explanation for that six month period along with the target date and target amount for the next invoice submittal. This requirement will also apply to all present existing projects.
4. At project award, if the estimated construction cost is less than the amount obligated to that project for construction cost by more than \$50,000, the excess amount will be deobligated by the Department.
5. All new requests for the obligation of federal funds will require an estimated completion date for that project phase.

The Department is working closely with FHWA to reduce the number of projects on the inactive obligation report. Reports will be sent out periodically to all regions and local agencies showing projects with an inactive obligation. We are requesting that the regions work closely with their local agencies to submit invoices for eligible costs, to deobligate excess funds not needed and to submit final invoices for projects that have been completed. Deobligated funds would be available to fund other projects.

Please contact Laura Quintana at (916) 653-7200 if you have any questions.

Sincerely,



TERRY L. ABBOTT
Chief
Division of Local Assistance

c: Will Kempton, Director
Deputy District Directors for Local Assistance
District Local Assistance Engineers

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METROPOLITAN TRANSPORTATION COMMISSION
SAFETEA

FY 2005-06 STP / CMAQ Obligations Status
February 28, 2006

| County | Agency | Federal Project ID | TIP ID | Project Title | Mode | Fund Source | Obligation Date | Total Obligation Amount | Total | | |
|-------------------------------------|----------------|--------------------|-----------|--|------------|-------------|-----------------|-------------------------|-------------------|-------------|-------------------|
| | | | | | | | | | Program Amount | Fund Source | |
| Santa Clara | Sunnyvale | | SCL050056 | Mary Avenue Rehabilitation (PS&E) | Local Road | STP | | \$0 | 14,000 | STP | |
| Santa Clara | VTA | STPL-8264(016) | SCL010040 | SR-152/SR-156 Interchange Improvements (ROW) | State Hwy | STP | 1/27/2006 | \$4,000,000 | 4,000,000 | STP | |
| Santa Clara | VTA | STPL-8264(016) | SCL010040 | SR-152/SR-156 Interchange Improvements (CON) | State Hwy | STP | | \$0 | 6,987,000 | STP | |
| Solano | Berlicia | | SOL010021 | West "K" Street Overlay and Rehabilitation (CON) | Local Road | STP | | \$0 | 81,000 | STP | |
| Solano | Dixon | | SOL050041 | Stratford Ave Rehabilitation (CON) | Local Road | STP | | \$0 | 75,000 | STP | |
| Solano | Fairfield | | SOL050015 | Pitman Rd & Suisun Valley Rd Rehab (CON) | Local Road | STP | | \$0 | 426,000 | STP | |
| Solano | Fairfield | | SOL050042 | Dickson Hill Road Pavement Rehabilitation (CON) | Local Road | STP | | \$0 | 277,000 | STP | |
| Solano | Rio Vista | | SOL050043 | Drouin Drive and Delta Way Rehabilitation (CON) | Local Road | STP | | \$0 | 75,000 | STP | |
| Solano | Solano Co TA | | SOL981066 | Regional Rideshare Program - FY 2005-06 (CON) | State Hwy | CMAQ | | \$0 | 115,000 | CMAQ | |
| Solano | Solano County | | SOL050044 | Cherry Glen Rd & Pitt School Rd Rehab (CON) | Local Road | STP | | \$0 | 149,000 | STP | |
| Solano | Vacaville | | SOL010028 | Nut Tree Road Resurfacing & Rehabilitation (PS&E) | Local Road | STP | | \$0 | 253,000 | STP | |
| Solano | Vacaville | | SOL050025 | Uitits Creek Bike Path (CON) | Bike/Ped | CMAQ | | \$0 | 350,000 | CMAQ | |
| Solano | Vallejo | | SOL050023 | Vallejo Station Pedestrian Links (CON) | Bike/Ped | CMAQ | | \$0 | 355,000 | CMAQ | |
| Solano | Vallejo | | SOL050045 | Admiral Callaghan Lane Rehabilitation (CON) | Local Road | STP | | \$0 | 302,000 | STP | |
| Solano | Vallejo | | SOL050045 | Admiral Callaghan Lane Rehabilitation (PS&E) | Local Road | STP | | \$0 | 13,000 | STP | |
| Sonoma | City of Sonoma | STPL-5114(011) | SON050012 | East Napa Street Rehabilitation (CON) | Local Road | STP | 2/13/2006 | \$150,000 | 150,000 | STP | |
| Sonoma | City of Sonoma | STPL-5114(011) | SON050012 | East Napa Street Rehabilitation (CON) | Local Road | STP | 2/13/2006 | \$70,000 | 70,000 | STP | |
| Sonoma | Petaluma | | SON050008 | S. McDowell & Bodega Avenue Rehabilitation (CON) | Local Road | STP | | \$0 | 642,000 | STP | |
| Sonoma | Petaluma | | SON050008 | S. McDowell & Bodega Avenue Rehabilitation (CON) | Local Road | STP | | \$0 | 443,000 | STP | |
| Sonoma | Santa Rosa | | SON050004 | Santa Rosa/Sebastopol, Various St. Rehabs (CON) | Local Road | STP | | \$0 | 1,364,000 | STP | |
| Sonoma | Santa Rosa | | SON050004 | Santa Rosa/Sebastopol, Various St. Rehabs (CON) | Local Road | STP | | \$0 | 825,000 | STP | |
| Sonoma | Santa Rosa | | SON050018 | SMART Corridor Bike/Ped Trail, Phase 1 (PS&E) | Bike/Ped | CMAQ | | \$0 | 63,000 | CMAQ | |
| Sonoma | Sebastopol | | SON050010 | Santa Rosa/Sebastopol - Rehab on Various Streets (CON) | Local Road | STP | | \$0 | 70,000 | STP | |
| Sonoma | Sonoma County | STPL-5920(096) | SON050011 | Sonoma County - Rehab on Various Streets (PS&E) | Local Road | STP | 2/27/2006 | \$45,000 | 46,000 | STP | |
| Sonoma | Sonoma County | STPL-5920(096) | SON050011 | Sonoma County - Rehab on Various Streets (CON) | Local Road | STP | 2/27/2006 | \$2,277,000 | 2,277,000 | STP | |
| Sonoma | Sonoma County | STPL-5920(096) | SON050011 | Sonoma County - Rehab on Various Streets (CON) | Local Road | STP | 2/27/2006 | \$2,112,000 | 2,112,000 | STP | |
| Sonoma | Sonoma County | CML-5920(099) | SON050019 | Old Redwood Highway Bicycle Lanes (ENV) | Bike/Ped | CMAQ | 10/25/2005 | \$25,000 | 25,000 | CMAQ | |
| Sonoma | Sonoma County | CML-5920(099) | SON050019 | Old Redwood Highway Bicycle Lanes (PS&E) | Bike/Ped | CMAQ | 10/25/2005 | \$100,000 | 100,000 | CMAQ | |
| Sonoma | Windsor | STPL-5472(006) | SON050013 | Old Redwood Highway Rehabilitation (PS&E) | Local Road | STP | 1/28/2006 | \$50,000 | 50,000 | STP | |
| FY 2006-03 Obligation Totals | | | | | | | | | 83,998,000 | | 13,416,000 |

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DATE: March 14, 2006
TO: STA TAC
FROM: Robert Guerrero, Associate Planner
RE: California Strategic Highway Safety Plan (SHSP)

Background:

Prior to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a 10% set-aside of Surface Transportation Program (STP) funds was used to fund the prior Federal Highway Safety Improvement Program (HSIP) that primarily consisted of the Railway-Highway Crossing and Hazard Elimination Programs. Under the new SAFETEA-LU, the HSIP funding was expanded to include safety-focused planning activities and selected public awareness, education, and enforcement activities. Attachment A provides a side by side comparison of the HSIP under SAFETEA-LU and the former Transportation Equity Act for the 21st Century (TEA-21).

According to the California Legislative Office, SAFETEA-LU Program Funding in California from FY 2005 through FY 2009 will total: \$18 billion for highways, \$5 billion for Transit, and \$452 million for highway safety improvement and safe routes to school projects. SAFETEA-LU requires Caltrans to adopt a California Strategic Highway Safety Plan (SHSP) by FY 2007 in order for the State to utilize the \$452 million for safety improvement projects. As a result, Caltrans has established a steering committee and stakeholder group with a total of 65 state, federal and local entities participating to create the SHSP.

Discussion:

Caltrans completed a draft California SHSP which focuses primarily on the American Association of State Highway Transportation Officials (AASHTO) which targeted 22 safety emphasis areas. The draft SHSP also provides detailed discussions on strategies to address the emphasis areas through engineering, enforcement, education and emergency medical services (also referred to as the 4E's). The draft SHSP is available to review online at:

www.dot.ca.gov/hq/traffops/survey/SHSP/

On Tuesday, March 7, 2006, Caltrans held the first of two SHSP Summits and invited participants to provide input on the draft document. Caltrans provided one summit each for Northern California and Southern California. STA staff, along with staff from the cities of Vacaville and Fairfield were among the many participants in the Northern California Summit. There were several key speakers and panelists including Caltrans Director, Will Kempton, discussing the importance of establishing a strategic plan for California and the

need to continue participating in its development. Summit participants were requested to attend a few workshops that were each focused on a specific emphasis area identified in the SHSP. The participants were tasked to provide input on solutions as well as challenges to address the safety emphasis areas.

The next step for Caltrans is to synthesize the input provided by participants from the Northern and Southern California Summits and incorporate it into a Final SHSP. Caltrans will then begin to develop a SHSP Implementation Plan which will:

- Address how to fund and finance SHSP projects
- Determine project selection criteria
- Establish statewide safety evaluation criteria
- Track California's safety implementation progress

STA staff will continue to track the progress of the SHSP and will notify the STA Technical Advisory Committee (TAC) and SolanoLinks Consortium of any new developments.

Recommendation:

Informational.

Attachment:

A. SAFETEA-LU vs TEA-21- Highway Safety Improvement Program

SAFETEA-LU vs TEA-21 – Highway Safety Improvement Program

| TEA-21 and Previous (HES and Rail-Hwy Safety) | SAFETEA-LU (SECTION 148) |
|--|--|
| Railway-Highway Crossings (Sec. 130) and Hazard Elimination (Sec. 152) | Highway Safety Improvement Program (HSIP) (Sec. 148) |
| 10% set aside from STP totaling approximately \$650 Million per year (FY 2000 – 2005) | Stand alone "core" program of approximately \$1.3 Billion per year (FY 2006-2009) |
| No comparable provision | Requires a Strategic Highway Safety Plan (SHSP) developed through a collaborative, comprehensive and data driven approach. |
| Section 152 Hazard Elimination Program and 130 Rail-Highway Program. | States with an SHSP can obligate funds for projects that are eligible under Section 148 Hazard Elimination Program. States without an SHSP are limited to projects eligible under the Section 152 Hazard Elimination Program and Section 130 Rail-Highway Program. |
| No comparable provision | After FY 2007, States without an SHSP will have their safety funds capped at the FY 2007 level. |
| No comparable provision, however all public roads eligible for funding. | Establishes a set aside program (\$90 Million each FY) for High Risk Rural Roads. |
| Railway-Highway Crossing Safety program is funded through 10% set aside (approximately \$155 Million each FY) from STP | Establishes a set aside program (\$220 Million each FY) for Railway-Highway Crossing Safety (Section 130) |
| Program is a 10% set aside from STP which does not consider fatalities in the distribution formula | HSIP distribution formula equally considers fatalities on federal-aid system, VMT, and lane miles on federal-aid highways. |
| No comparable provision | 10% of HSIP funds may be used for other safety projects listed in a State's SHSP if railway-highway crossing and infrastructure safety needs are met. |
| No comparable provision | Annual report must be completed describing 5% of a State's locations with the most severe safety needs and this information will be made available to the public on the Internet |
| Annual implementation and evaluation reports required, but no requirement to submit to Congress. No provision on funding for reporting requirements. | Biennial report to Congress required for railway-highway safety projects. No more than 2% of funds can be used for reporting requirements |

SAFETEA-LU vs TEA-21 – Highway Safety Improvement Program

| TEA-21 and Previous (HES and Rail-Hwy Safety) | SAFETEA-LU (SECTION 148) |
|---|---|
| <p>Annual reports required describing progress and effectiveness of Hazard Elimination Program and Railway-Hwy Safety Program</p> <p>Roundabouts not included in Section 120 under "Increased federal share for certain safety projects"</p> | <p>Annual reports describing progress and effectiveness of the HSIP required</p> <p>Roundabouts eligible for 100% Federal funding in Section 120 under "Increased federal share for certain safety projects"</p> |
| <p>The term "highway safety improvement project" means a project described in the State strategic highway safety plan that corrects or improves a hazardous road location or feature, or addresses a highway safety problem. The term includes a project for one or more of the following:</p> <ul style="list-style-type: none"> - Intersection safety improvement. - Pavement and shoulder widening - Installation of rumble strips or another warning device- - Installation of a skid-resistant surface - An improvement for pedestrian or bicyclist safety or safety of the disabled. - Construction of any project for the elimination of hazards at a railway highway crossing - Construction of a railway-highway crossing safety feature, including installation of protective devices. - The conduct of a model traffic enforcement activity at a railway-highway crossing. - Construction of a traffic calming feature. - Elimination of a roadside obstacle. - Improvement of highway signage and pavement markings. - Installation of a priority control system for emergency vehicles at signalized intersections. - Installation of a traffic control or other warning device at a location with high accident potential. - Safety-conscious planning. - Improvement in the collection and analysis of crash data. - Planning, integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to workzone safety. | <p>The term "highway safety improvement project" means a project described in the State strategic highway safety plan that corrects or improves a hazardous road location or feature, or addresses a highway safety problem. The term includes a project for one or more of the following:</p> <ul style="list-style-type: none"> - Intersection safety improvement. - Pavement and shoulder widening - Installation of rumble strips or another warning device- - Installation of a skid-resistant surface - An improvement for pedestrian or bicyclist safety or safety of the disabled. - Construction of any project for the elimination of hazards at a railway highway crossing - Construction of a railway-highway crossing safety feature, including installation of protective devices. - The conduct of a model traffic enforcement activity at a railway-highway crossing. - Construction of a traffic calming feature. - Elimination of a roadside obstacle. - Improvement of highway signage and pavement markings. - Installation of a priority control system for emergency vehicles at signalized intersections. - Installation of a traffic control or other warning device at a location with high accident potential. - Safety-conscious planning. - Improvement in the collection and analysis of crash data. - Planning, integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to workzone safety. |

SAFETEA-LU vs TEA-21 – Highway Safety Improvement Program

| | |
|---|---|
| <p>TEA-21 and Previous (HES and Rail-Hwy Safety)</p> | <p style="text-align: center;">SAFETEA-LU (SECTION 148)</p> <ul style="list-style-type: none"> - Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of motorists and workers), and crash attenuators. - The addition or retrofitting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife. - Installation and maintenance of signs (including fluorescent, yellow-green signs) at pedestrian-bicycle crossings and in school zones. - Construction and operational improvements on high risk rural roads. |
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DATE: March 15, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: Lifeline Transportation Funding Program Advisory Committee

Background:

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation 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.

Funds for three years will be allocated by MTC for Solano Lifeline Transportation Projects in the amount of \$1,076,866. The funding will be derived from a variety of sources including Congestion Management Air Quality (CMAQ), Jobs Access Reverse Commute (JARC) and State Transit Assistance Funds (STAF). Each of these funding sources have guidelines on how the funds may be spent which, in total, will influence the types of Lifeline projects that may be funded.

For the first time, the STA will be managing Lifeline Funds. STA will be making project recommendations to MTC. STA staff is working with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. In December 2005 the STA Board approved the establishment of Lifeline Advisory Committee to evaluate Solano project proposals. One member of the Advisory Committee is a representative from the Consortium.

Discussion:

The first Call for Projects is planned for release in late March 2006 with applications due at the end of May. The Lifeline Advisory Committee is scheduled to meet March 22 to review and input on the Call for Projects materials and overall schedule. The Lifeline Advisory Committee will meet again in late May or early June to evaluate and recommend project proposals for funding. The recommendations will be made in conjunction with the STA Board's Transit Subcommittee and then submitted to the STA Board for approval.

Recommendation:

Informational.

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