



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA**

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

**1:30 p.m., Wednesday, June 28, 2006
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

ITEM

STAFF PERSON

I. CALL TO ORDER

Daryl Halls, Chair

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 May 31, 2006
Recommendation:
Approve minutes of May 31, 2006.
Pg. 1

Johanna Masiclat

B. STA Board Meeting Highlights – June 14, 2006
Informational
Pg. 9

Johanna Masiclat

**C. Updated STA Board and Advisory Committee Meeting
Schedule for 2006**
Informational
Pg. 15

Johanna Masiclat

TAC MEMBERS

Dan Schiada
City of
Benicia

Royce Cunningham
City of
Dixon

Charlie Beck
City of
Fairfield

Brent Salmi
City of
Rio Vista

John Duane
(Interim)
City of
Suisun City

Dale Pfeiffer
City of
Vacaville

Gary Leach
(Interim)
City of
Vallejo

Paul Wiese
County of
Solano

- D. Funding Opportunities Summary** Sam Shelton
Informational
Pg. 19
- E. Countywide Transit Ridership and Financial Assessment** Elizabeth Richards
Recommendation:
Recommend to the STA Board to authorize the Executive Director to:
1. *Release a Request for Proposals for a Countywide Ridership Survey and execute a contract with a consultant for a Countywide Transit Ridership Survey not to exceed \$100,000.*
 2. *Release a Request for Proposals for a Countywide Transit Finance Assessment Study and execute a contract with a consultant for a Countywide Transit Finance Assessment Study not-to-exceed \$60,000.*
- Pg. 23**
- F. Solano Paratransit Funding Agreement Amendments** Elizabeth Richards
Recommendation:
Recommend the STA Board authorize the Executive Director to execute amendments to the Solano Paratransit service and funding agreement between STA and the City of Fairfield.
Pg. 31
- G. Fiscal Year (FY) 2006-07 Transportation Development Act (TDA) Article 4/8 Distribution for Solano County** Elizabeth Richards
Recommendation:
Recommend to the STA Board to approve the revised TDA Article 4/8 Matrix for FY 2006-07.
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- H. Fiscal Year (FY) 2006-07 Transportation Fund for Clean Air (TFCA) 40% Program Manager Guidelines and Call for Projects** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to approve revised funding amounts for FY 2006-07 TFCA Program Year including \$29,325 for City of Benicia's Shuttle Bus Service, \$90,000 for City of Fairfield's Solano Bikeway Extension, and \$210,000 for Solano Napa Commuter Information Program's Ridesharing Activities.
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VI. ACTION ITEMS

- A. Priority Projects for Proposed State Bond Categories** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to adopt the list of priority projects to be recommended for funding through the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B).
(1:45 – 1:50 p.m.) – **Pg. 39**
- B. 2006 Lifeline Transportation Funding Program** Elizabeth Richards
Recommendation:
Recommend to the STA Board to:
 1. Approve the attached (Attachment B) 2006 Solano Lifeline Project Funding Plan;
 2. Authorize the Executive Director to submit the Lifeline Project Funding Plan to MTC.
(1:50 – 1:55 p.m.) – **Pg. 49**
- C. Draft Solano Transportation Authority (STA) Funding Policy for Regional Interchange and Reliever Route Projects** Janet Adams
Recommendation:
Forward a recommendation to the STA Board to adopt the Funding Policy Proposal for Regional Interchange and Reliever Routes as outlined in this staff report.
(1:55 – 2:00 p.m.) – **Pg. 55**
- D. State Route (SR) 113 Major Investment and Corridor Study** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to:
 1. Enter into agreement with the City of Dixon and the County of Solano to provide a local match of \$20,833 each for the State Route 113 Major Investment and Corridor Study.
 2. Enter into a funding agreement with the Metropolitan Transportation Commission to secure the \$250,000 Partnership Planning grant.
 3. Dedicate \$20,833 in FY 2006-07 Transportation Development Act (TDA) funds as local match for the study.
 4. Approve the attached preliminary cope of work for the SR 113 Major Investment and Corridor Study
 5. Distribute a Request for Proposals for the State Route 113 Major Investment and Corridor Study, select a consultant and enter into an agreement with a qualifying firm to conduct the SR 113 study.
(2:00 – 2:05 p.m.) – **Pg. 63**

- E. North Connector Transportation for Livable Communities (TLC) Concept Plan** Dan Christians
Recommendation:
Authorize the Executive Director to issue a request for proposals to conduct the North Connector Transportation for Livable Communities (TLC) Concept Plan, select a consultant and enter into a consultant agreement as described in Attachment A at a cost not to exceed \$40,000 of TLC program funds.
 (2:05 – 2:10 p.m.) – **Pg. 71**
- F. Safe Routes to Schools (SR2S) Study Update, Recommended Steering Committee Appointments and Goals** Sam Shelton
Recommendation:
Forward a recommendation to the STA Board to:
1. *Adopt the Safe Routes to School (SR2S) Goals, Policy Actions, and Measurable Objectives as recommended by the SR2S Steering Committee;*
 2. *Appoint Jim Antone as the Air Quality representative and Robin Cox, as the public health representative to the Safe Routes to School (SR2S) Steering Committee.*
- (2:10 – 2:15p.m.) – **Pg. 79**
- G. Legislative Update – June 2006** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to take the following positions:
- *AB 2444 (Klehs) - Watch*
 - *SCR 123 (Florez) - Watch*
- (2:15 – 2:20 p.m.) – **Pg. 91**

VII. INFORMATION ITEMS

- A. Agenda Topics for STA Board Workshop of July 12, 2006** Daryl Halls
Informational
 (2:20 – 2:25 p.m.) – **Pg. 127**
- B. State Local Streets and Roads Assessment** Sam Shelton
Informational
 () p.m.) – **Pg. 147**

VIII. ADJOURNMENT

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



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting
May 31, 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
	Royce Cunningham	City of Dixon
	Charlie Beck	City of Fairfield
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

Others Present:

Mike Duncan	City of Fairfield
Ed Huestis	City of Vacaville
Gian Aggarwal	City of Vacaville
Daryl Halls	STA
Dan Christians	STA
Janet Adams	STA
Elizabeth Richards	STA/SNCI
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Johanna Masiclat	STA
Glen Grant	Bicycle Advisory Committee

II. APPROVAL OF AGENDA

On a motion by Charlie Beck, and a second by Gary Leach, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

Glen Grant, Bicycle Advisory Committee Chair, provided an overview of the Solano Bicycle Advisory Committee's position on MTC's Routine Accommodations of Bicycles and Pedestrians. He commented that the overall sentiment of the Bicycle Advisory Committee (BAC) was that previous draft did not go far enough to ensure that routine accommodations are made for bicyclists and pedestrians in new projects. Mr. Grant also expressed concern that project sponsors will not adhere to the recommendations for all transportation projects if MTC's Routine Accommodation do not explicitly state it as such.

REPORTS FROM CALTRANS, MTC AND STA STAFF

IV.

Caltrans: None presented.

MTC: Mike Duncan, City of Fairfield, announced that Steve Heminger, MTC Executive Director, agreed to support the Local Streets and Roads Strategic Plan and to have his staff work on making the Plan look more professional. He also stated that Mr. Heminger would like to have the Plan accepted by the Commission in September and published by early October 2006.

STA: Jayne Bauer requested that the TAC distribute to their cities the fact sheet brochures on Measure H.

Sam Shelton distributed information on the following:

- Upcoming Workshop (June 13, 2006) for the Transportation for Fund for Clean Air (TFCA).
- 2006-2007 Solano Safe Routes to Schools (SR2S) Public Outreach Schedule.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Dan Schiada, the STA TAC unanimously approved Consent Calendar Items A through K with the following exception:

- Item I, Unmet Transit Needs Comments and Responses for FY 2006-07, would be continued until the next scheduled meeting in June.
- Item J, MTC Routine Accommodations of Bicyclist and Pedestrians in the Bay Area was pulled for separate discussion.

Recommendations:

A. **Minutes of the TAC Meeting of April 26, 2006**

Recommendation:

Approve minutes of April 26, 2006.

- B. STA Board Meeting Highlights – May 10, 2006**
Informational
- C. STIA Board Meeting Highlights – May 10, 2006**
Informational
- D. Updated STA Board and Advisory Committee Meeting Schedule for 2006**
Informational
- E. Funding Opportunities Summary**
Informational
- F. Contract Amendment No. 6 with Wilbur Smith Associates for the Fairfield/Vacaville Intermodal Train Station**
Recommendation:
Recommend that the STA Board approve the following:
1. Authorize the Executive Director to include an additional \$110,000 of local funds in the STA Budget for 2006-07 from the cities of Fairfield and Vacaville for additional project assistance to complete the environmental documents, preliminary engineering, railroad negotiations and related work for the Fairfield/Vacaville Train Station project.
 2. Authorize the Executive Director to execute Contract Amendment No. 6 with Wilbur Smith Associates (WSA) to provide additional scope of work to complete the environmental documents, preliminary engineering, railroad negotiations and related work and extend the term of the consultant agreement to June 30, 2007.
 3. Authorize the Executive Director to enter into an amended funded agreement with the City of Fairfield for \$110,000 of additional local funds for project assistance to complete the environmental documents, preliminary engineering, and railroad negotiations and related work for the Fairfield/Vacaville Train Station project.
- G. Call for Projects for Countywide Transportation for Livable Communities (TLC) Program for FY 2007-08 and FY 2008-09**
Recommendation:
Forward a recommendation to the STA Board to issue a Call for Solano County TLC Capital Projects.
- H. Pedestrian Advisory Committee Priority Pedestrian Projects**
Recommendation:
Forward a recommendation to the STA Board to enter into a \$5,000 contract with Landpeople to update the Solano Countywide Pedestrian Priority Projects funded with \$5,000 from the STA's FY 2006-07 TLC program.
- I. Unmet Transit Needs Comments & Response for FY 2006-07**
This item will be continued until the next scheduled meeting in June.

J. MTC Routine Accommodations of Bicyclist and Pedestrians in the Bay Area

Recommendation:

Forward the following recommendations to the STA Board:

1. Support MTC's Routine Accommodation of Bicyclists and Pedestrian in the Bay Area May 15, 2006 version.
2. Support MTC's decision to delegate 100% of the Regional Bicycle/Pedestrian funds to the Congestion Management Agencies (CMA).

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC unanimously supported the recommendations. The vote was 6 to 0 (with 2 members absent).

VI. ACTION ITEMS

A. Legislative Update – May 2006

Jayne Bauer reviewed the State Infrastructure Bonds package to be placed on the November 2006 General Election Ballot. She outlined the entire infrastructure package comprised of four bond bills, one general fund appropriation bill (SB 1266 (Perata) – Proposition 1B), one constitutional amendment (SCA 7 (Torlakson) – Proposition 1A), and four policy implementation bills representing more than \$35 billion in new funding for transportation projects, air quality improvement programs, education facilities, flood protection and levee repairs, water quality, and housing.

She also identified the Governor's May Revise to the FY 2006-07 State Budget which the biggest impact is on transit taking \$4.1 billion reduction over 10 years to pay off the proposed transportation bond debt.

Recommendation:

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

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

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

B. Intercity Transit Funding Agreement Proposal

Elizabeth Richards provided a summary of the draft Intercity Transit Funding proposal for FY 2006-07 (take into account the various local issues, cost and revenue assumptions, service proposals recommendations and timelines) for which STA staff has developed a set of draft comprehensive recommendations.

Recommendation:

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

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

On a motion by Paul Wiese, and a second by Charlie Beck, the STA TAC unanimously approved the recommendation.

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

Elizabeth Richards outlined the amended FY 2006-07 project list and amended draft FY 2007-08 STAF project list for Northern County and Regional Paratransit STAF population-based funds. She also reviewed the prioritization of the countywide transit ridership survey for additional FY 2006-07 STAF funding.

Recommendation:

Forward a recommendation to the STA Board to:

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

On a motion by Dan Schiada, and a second by Royce Cunningham, the STA TAC unanimously approved the recommendation.

D. FY 2006-07 TDA Distribution for Solano County

Elizabeth Richards reviewed the draft of the FY 2006-07 TDA matrix. She indicated that the FY 2006-07 revenue estimate and carryover are based on MTC's February 2006 TDA fund estimate for Solano County that has been approved by the MTC Commission.

Recommendation:

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

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

E. Bay Area Regional Rail Plan Conceptual Alternatives

Dan Christians reviewed the Regional Rail Plan Conceptual Alternatives as well as STA's preliminary comments on the alternative tasks, Memorandum 3.a, dated April 18, 2006.

Recommendation:

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

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

- F. FY 2006-07 Transportation Development Act (TDA) Article 3 Program**
Robert Guerrero reviewed the expected TDA Article 3 funds of \$302,000 for FY 2006-07. He cited that the BAC recommended \$202,000 for bicycle projects and PAC recommended \$100,000 for pedestrian projects.

Glen Grant commented that the BAC was concerned about potential conflicts with the pedestrian advisory committee's recommendations for Fairfield's West Texas Street project. He requested the project sponsor to consider not completing the pedestrian facility at the expense of the bicycle facility.

Recommendation:

Forward a recommendation to the STA Board to approve \$302,000 of FY 2006-07 TDA Article 3 Projects as recommended by the Bicycle Advisory Committee and the Pedestrian Advisory Committee.

On a motion by Paul Wiese, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation.

VII. INFORMATION ITEMS

- A. Update on Implementation of Disadvantaged Business Enterprise (DBE) Program**
Janet Adams outlined the timeline and changes to the DBE program. She stated that Caltrans had made the documents required to implement the changes available on the Division of Local Assistance. She also reviewed additional guidelines and implementation details that have been provided by Caltrans.
- B. 2006 State Highway Operations & Protection Program (SHOPP) Update**
Janet Adams provided an update to the overall 2006 SHOPP funding for FY 2006-07 through FY 2009-10. She stated that Caltrans has delayed 9 of the Solano County SHOPP projects into later years. She indicated that majority of the schedule changes were a single year shift due to programmatic adjustment to conform to the annual fund estimate (corresponding cost change reflects escalation).

C. 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 12 (Jameson Canyon)**
- 6. I-80 SHOPP Rehabilitation Project**
- 7. State Route (SR) 113 SHOPP (Downtown Dixon)**

Janet Adams provided an update to the above listed major highway projects in Solano County.

D. Draft STA Funding Policy for Regional Interchange and Reliever Route Projects

Janet Adams summarized the schedule for the STA Board to adopt the funding policy that would follow input from the Technical Advisory Committee (TAC) in May, a recommendation of a draft policy by the TAC in June, discussions at the STA Board workshop in July, and STA Board adoption in early fall 2006.

E. State Transit Assistance Fund (STAF) and Proposition 42 Transit Funding Policy Status

Elizabeth Richards reviewed staff's analysis of MTC's first two proposals along with a summary of the key points of the STA's position in response at its May 2006 meeting the STA Board authorized to forward STA's position. She stated that passage of the State Infrastructure Bond (I-Bond) is likely to further impact STAF distribution. She added that the original MTC staff proposal included distribution of the FY 2006-07 Prop.42 increment, and this element appears to have been delayed along with the withdrawal of the proposal as a whole.

VIII. ADJOURNMENT

The meeting was adjourned at 3:20 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, June 28, 2006.**

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Solano Transportation Authority
Board Meeting Highlights
June 14, 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 June 14, 2006 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of June 14, 2006. If you have any questions regarding specific items, please give me a call at 424-6008.

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT:

Jim Spering	City of Suisun City
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ACTION ITEMS: FINANCIAL

A. Amended - FY 2006-07 Budget Revision and FY 2007-08 Proposed Recommendation:

Approve the following:

1. Adopt the revised FY 2006-07 budget as shown in Attachment A.
2. Adopt the proposed FY 2007-08 budget as shown in Attachment A.
3. Adopt the proposed revised salary range realignments and adjustments with the salary survey recommendation (Attachment B).
4. Adopt the 2.0% cost of living adjustment for STA salaries for FY 2006-07, as included in the revised FY 2006-07 budget (Attachment C).

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

B. Intercity Transit Funding Agreement Proposal

Recommendation:

Approve the following:

1. The Intercity Transit Cost-Sharing Funding Agreement and Service as outlined in Attachment C.
2. Authorize the Executive Director to develop and sign an Intercity Transit Funding Agreement for FY 2006-07 based on the recommendations outlined in Attachment C.

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

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

Recommendation:

Approve the following:

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

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

D. FY 2006-07 Transportation Development Act (TDA) Article 4/8 Distribution for Solano County

Recommendation:

1. The TDA Article 4/8 Matrix for FY 2006-07.
2. Authorize the Executive Director to enter into an agreement with the City of Vallejo to coordinate TDA and STAF claims for FY 2006-07.

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

E. FY 2006-07 Transportation Development Act (TDA) Article 3 Program

Recommendation:

Approve \$302,000 of FY 2006-07 TDA Article 3 funding for Bicycle and Pedestrian projects as specified in Attachment A.

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

ACTION ITEMS: NON-FINANCIAL

A. Set Board Agenda Topics for STA Board Workshop of July 12, 2006

Recommendation:

Approve the meeting agenda for the STA Board Workshop on Wednesday, July 12, 2006 at 6:00 p.m., as specified in Attachment B.

On a motion by Member Messina, and a second by Vice Chair Intintoli, the STA Board unanimously approved and authorized the Executive Committee to make adjustments to the STA Board Workshop agenda as requested.

B. Legislative Update – June 2006

Recommendation:

Support and endorse the propositions that result from the following bills that will be on the November 2006 general election ballot statewide:

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

By consensus, the STA Board requested to continue this item until the next STA Board meeting on July 12, 2006.

CONSENT CALENDAR ITEMS:

On a motion by Member Messina, and a second by Vice Chair Intintoli, the consent items A through L were unanimously approved.

A. STA Board Minutes of May 10, 2006

Recommendation:

Approve minutes of May 10, 2006.

B. Review Draft Technical Advisory Committee (TAC) Minutes of May 31, 2006

Recommendation:

Receive and file.

C. Updated STA Board Meeting Schedule for Calendar Year 2006

Recommendation:

Informational.

D. FY 2005-06 Final-Year Budget Revision

Recommendation:

Approve the Final Budget Revision for FY 2005-06 as shown in Attachment A.

E. Five-Year Office Lease Renewal

Recommendation:

Authorize the Executive Director to sign a five-year office lease renewal with the Wiseman Company.

- F. Contract Amendment No. 7 for Transit and Funding Consultant – Nancy Whelan Consulting**
Recommendation:
Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2007 for an amount not to exceed \$77,560.
- G. Unmet Transit Needs Comments and Response for FY 2006-07**
Recommendation:
Approve the following:
1. Approve the coordinated response to the FY 2006-07 Unmet Transit Needs issues.
 2. Authorize the Executive Director to submit the response to MTC.
- H. Contract Amendment No. 6 with Wilbur Smith Associates for the Fairfield/Vacaville Intermodal Train Station**
Recommendation:
Approve the following:
1. Authorize the Executive Director to include an additional \$110,000 of local funds in the STA Budget for 2006-07 from the cities of Fairfield and Vacaville for additional project assistance to complete the environmental documents, preliminary engineering, railroad negotiations and related work for the Fairfield/Vacaville Train Station project.
 2. Authorize the Executive Director to execute Contract Amendment No. 6 with Wilbur Smith Associates (WSA) to provide additional scope of work to complete the environmental documents, preliminary engineering, railroad negotiations and related work and extend the term of the consultant agreement to June 30, 2007.
 3. Authorize the Executive Director to enter into an amended funded agreement with the City of Fairfield for \$110,000 of additional local funds for project assistance to complete the environmental documents, preliminary engineering, and railroad negotiations and related work for the Fairfield/Vacaville Train Station project.
- I. Bay Area Regional Rail Plan Conceptual Alternatives**
Recommendation:
Approve the attached preliminary comments submitted to the Steering Committee on May 17, 2006, regarding comments on the Bay Area Regional Rail Plan Conceptual Alternatives Task, Memorandum 3.a., dated April 18, 2006.
- J. Call for Projects for Countywide Transportation for Livable Communities (TLC) Program for FY 2007-08 and FY 2008-09**
Recommendation:
Approve a Call for Solano County TLC Capital Projects.
- K. Pedestrian Advisory Committee Priority Pedestrian Projects**
Recommendation:
Approve a \$5,000 contract with Landpeople to update the Solano Countywide Pedestrian Priority Projects funded with \$5,000 from the STA's FY 2006-07 TLC Program.

L. Metropolitan Transportation Commission (MTC) Routine Accommodations of Bicyclists and Pedestrians in the Bay Area

Recommendation:

Approve the following:

1. Support MTC's Routine Accommodation of Bicyclists and Pedestrians in the Bay Area as specified in Attachment B.
2. Support MTC's decision to delegate 100% of the Regional Bicycle/Pedestrian funds to be allocated by the Congestion Management Agencies.

UPDATE FROM STAFF:

A. Caltrans Report

Doanh Nguyen, Caltrans District 4 Project Manager, provided a status report on the construction progress of the I-80 Rehabilitation Pavement project.

B. MTC Report

None reported.

C. STA Report

1. Federal Legislative Update

Mike Miller, The Ferguson Group, provided a Federal legislative update which included the FFY 2007 Transportation Appropriations bill. He stated that the bill is scheduled for the full Appropriations Committee consideration on or after June 6, 2006, at which time earmarks are expected to be added.

2. FY 2006-07 Budget Revision and FY 2007-08 Proposed Budget

Daryl Halls presented the STA's FY 2006-07 Budget Revision and Proposed Budget for FY 2007-08.

INFORMATIONAL ITEMS:

A. 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 12 (Jameson Canyon)
6. I-80 State Highway Operations and Protection Program (SHOPP) Rehabilitation Project
7. SR 113 SHOPP (Downtown Dixon)

Janet Adams provided a status report to the Solano County highway projects as listed above.

(No Discussion)

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

- C. 2006 State Highway Operations & Protection Program (SHOPP) Update**
- D. State Transit Assistance Funding (STAF) and Proposition 42 Transit Funding Policy Status**
- E. Funding Opportunities Summary**

ADJOURNMENT

The STA Board meeting was adjourned at 7:35 p.m. The next meeting of the STA Board is a workshop scheduled on **Wednesday, July 12, 2006 at the Suisun City Hall Council Chambers at a time to be determined.**



DATE: June 16, 2006
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board and Advisory Committee Meeting Schedule for 2006

Background:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
June 26	12 noon	Transit Committee	STA Conference Room	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
June 30	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
July 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
July 10	1:00 p.m.	Arterials, Highways and Freeways	STA Conference Room	Confirmed
July 12	4:00 – 7:00 p.m.	STA Board Workshop	Suisun City Hall	Tentative
July 20	6:00 p.m.	Solano Pedestrian Advisory Committee (PAC)	STA Conference Room	TBD
August 17	6:00 p.m.	Solano Pedestrian Advisory Committee (PAC)	STA Conference Room	TBD
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
August 31	9:00 a.m.	Alternative Modes Committee	Suisun City Hall	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 19	6:00 p.m.	Solano Pedestrian Advisory Committee (PAC)	STA Conference Room	TBD
	9:00 a.m.	Alternative Modes Committee	Suisun City Hall	Confirmed
November 8	6:00 p.m.	STA Annual Awards	Travis Credit Union - Vacaville	Confirmed
November 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
December 21	6:00 p.m.	Solano Pedestrian Advisory Committee (PAC)	STA Conference Room	TBD

*Note:
No STA Technical Advisory Committee Meeting in July.
No STA Board Meeting in August.

Updated by JM.: 6/22/2006

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DATE: June 22, 2006
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
Transportation for Clean Air (TFCA), 60% Regional Funds	Geraldina Grunbaum, BAAQMD (415) 711-6000	July 24, 2006
Solano Transportation for Livable Communities (TLC) Countywide 2006 Capital Program	Robert Guerrero, STA (707) 424-6014	Workshop Tentatively July 11, 2006 Due September 11, 2006



FUNDING OPPORTUNITY

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

Workshop June 13, 2006
Due July 24, 2006

TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager

This summary of the Transportation Fund for Clean Air (TFCA) 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: \$12 million is available in FY 2006-07. The minimum grant for a single project is \$10,000 and the maximum grant is \$1.5 million for public agencies and \$500,000 (single grant or combined grants) for non-public entities.

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/

Workshop June 13 for project applicants at 2:00 PM BAAQMD District Office, 7th Floor Board Room.

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, Smarth Growth Projects, Demonstration of Congestion Pricing or Telecommuting	Geraldina Grünbaum	ggrunbaum@baaqmd.gov



FUNDING OPPORTUNITY
Solano Transportation for Livable Communities (TLC)
Countywide 2006 Capital Program
Workshop Tentatively July 11, 2006
Due September 11, 2006

TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager

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

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

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

Funding Available: The STA's Alternative Modes Fund Strategy identifies nearly \$3.2 million to fund the Solano TLC Program for FY 2007-08 and FY 2008-09.

Eligible Projects:

• Improved pedestrian facilities	• Pedestrian plazas
• Bicycle facilities	• Traffic calming
• Transit access improvements	• Streetscapes

Further Details: <http://www.solanolinks.com/programs.html#tlcprog>

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

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DATE: June 21, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Countywide Transit Ridership and Financial Assessment

Background:

In FY 2005-06 the Solano Transportation Authority (STA) led an effort to develop a consistent methodology for cost-sharing of Solano intercity transit routes. All Solano intercity transit services are operated by just a few local jurisdictions, yet all local jurisdictions contribute Transportation Development Act (TDA) funds to at least one intercity route. The Intercity Transit Funding (ITF) working group was formed by representatives from all Solano cities and the County of Solano to work on this multi-jurisdictional project.

The original purpose of the ITF Working Group was to develop a uniform methodology for shared funding of Intercity Transit Services. This was complicated due to the issue of overall rising costs and potential service changes. To maintain the ITF Working Group's focus, three principles were developed and the STA Board approved. After many months of work to determine intercity route costs, revenues, ridership, service changes, cost-sharing options and more, a comprehensive Intercity Transit Agreement was reached for one year. In June 2006, the STA Board approved an Intercity Transit Funding Agreement for FY 2006-07.

Discussion:

The Intercity Transit Funding Agreement was secured for only one year. The third approved principle concerned long-term cost-sharing which needs to be addressed in FY 2006-07. To secure a longer-term agreement, additional data needs to be collected to address several concerns that came up during the development of the first Intercity Transit Funding Agreement.

The two most primary pieces of data that need to be collected are ridership and financial. Ridership data needs to be collected on at least two levels. All routes (local and intercity) need to have comprehensive stop-by-stop ridership counts (on/off) collected at the same time. This data will capture a complete picture of where the ridership is and how it compares across routes and systems. Route level passenger performance, actual boardings by jurisdiction and relative boardings by jurisdiction can be determined. In addition, an on-board survey will need to be conducted to collect passenger residence, ultimate destination, access to transit data, and other information. This will offer more information that could potentially be used for cost-sharing factors in a long-term intercity

cost-sharing methodology. The target to collect this data is late October/early November 2006. This is to give a little time for ridership to settle after several fare and service changes throughout the county while allowing time to compile the data early enough in the fiscal year so that there is time to use it in the development of a new intercity transit route cost-sharing methodology.

The second study that needs to be completed is a Countywide Transit Assessment Study. Throughout the development of the FY 2006-07 Intercity Transit Funding Agreement, there were a number of issues raised related to costs of routes: how costs are allocated among routes, how costs are allocated between local vs. intercity routes, how overhead rates are applied and what is included. This study would provide a third-party review of these and other financial issues to increase the level of understanding and confidence of costs among intercity transit funding partners. Completing this study early in the fiscal year is critical so that the results are available before determining the cost-sharing methodology.

For both these efforts, STA staff plans to continue to partner with the Intercity Transit Funding Group to refine the survey tools and scopes of work. To secure consultants in a timely manner and meet the overall schedule of the multi-year intercity transit funding agreement effort, staff is requesting authorization to release Requests for Proposals for a Countywide Transit Ridership Survey and a Countywide Transit Finance Assessment Study at this time.

Recommendations:

Recommend to the STA Board to authorize the Executive Director to:

1. Request for Proposals for a Countywide Ridership Survey and execute a contract with a consultant for a Countywide Transit Ridership Survey not to exceed \$100,000.
2. Request for Proposals for a Countywide Transit Finance Assessment Study and execute a contract with a consultant for a Countywide Transit Finance Assessment Study not-to-exceed \$60,000.

Attachments:

- A. Countywide Transit Ridership Survey Preliminary Draft Scope of Work
- B. Countywide Transit Finance Assessment Study Preliminary Draft Scope of Work (to be provided under separate cover).



INTERCITY TRANSIT RIDERSHIP STUDY

Preliminary Draft SCOPE OF SERVICES

Introduction

The Solano Transportation Authority (STA) is a joint powers authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano. The STA serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning and programming of State and Federal funding for transportation projects within the county. Through its SolanoLinks Transit Consortium, the STA coordinates various fixed route and Solano Paratransit Services.

Background

Twelve intercity transit routes are currently operated in Solano County by four different public transit operators. The subsidies required to operate these routes are shared by the eight local jurisdictions in the County. Over the past year, STA, the transit operators and local jurisdictions (the Intercity Transit Funding Group) began developing an intercity transit funding agreement. After considering different formulas for subsidy sharing using several factors, the Intercity Transit Funding Group agreed to use a formula for Fiscal Year (FY) 2006-07, and agreed that additional study would be required for future year funding agreements. Specifically, the group determined that a ridership survey was necessary to meet the goals set forth for developing the formula underlying the Intercity Transit Funding Agreement. STA will manage the ridership study, relying on the Intercity Transit Funding Group for input to the study scope, survey methods and instruments, and coordination of fieldwork. The results of the ridership study are needed for development of a multi year intercity transit funding agreement beginning in FY 2007-08.

A description of the transit services included in the current Intercity Transit Funding Agreement is included in Attachment 1. A list of all existing intercity transit routes and local routes are included in Attachment 2. Between July and October 1st, a series of fare and service changes will be implemented throughout Solano County.

Draft Work Tasks

The purpose of the ridership study is to determine where and when customers use transit, and who uses transit. As currently envisioned, the study will include a count of passenger boardings and alightings (on/off counts) and an on-board survey. In addition to serving as data input to an intercity transit funding formula, the ridership study will assist STA and the transit operators in measuring route performance, route planning and scheduling.

The scope of the ridership study includes all local and intercity transit routes and the Vallejo ferry/bus route to San Francisco as described in Attachment 2. All ridership counts are expected to be conducted within a two week period and include all trips on all days of service. The current goal is to collect data late October/early November 2006.

On-board survey questions shall include origin and destination, rider demographics, trip purpose, fare payment, and access to the intercity transit route. A sample of the types of questions that might be considered for an on-board survey are shown in Attachment 3. It will be conducted within the same time period as the ridership accounts.

Tasks

The tasks listed below may be performed in parallel, or may be re-sequenced. Respondents to this RFP should present their proposal for sequencing tasks and any additional or substitute tasks that may be necessary for the ridership study.

1. Confirm Project Goals and Finalize Scope of Services and Work Plan
2. Identify Related Transit Survey Activities and Coordinate.
3. Identify Passenger Counting, Survey Techniques and Recommend Approach
4. Draft/Finalize On-Board Survey and Review with ITF Group
5. Prepare On-Board Survey Plan and Passenger Count Plan
 - a. Study Population
 - b. Sample Size
 - c. Operations Coordination
 - d. Passenger Notification
 - e. Staffing/Supervision Plan
 - f. Quality Control
 - g. Data Compilation
6. Identify Format of Reports from Surveys and Counts
7. Conduct On-Board Survey and Passenger Counts
8. Review Survey Results for Completeness and Tabulate Data
9. Prepare Ridership Study Reports
10. Summarize Results for Presentation STA staff, ITF Group to Governing Boards

**All Solano Operated Intercity Transit Routes
in Proposed Funding Agreement**

Only routes between two cities in Solano County

Eight (8) Total Intercity Service		
 75 (70)	Benicia- Vallejo- Pleasant Hill BART station	
	20	Fairfield- Vacaville
	30	Fairfield- Vacaville- Dixon- Davis- Sacramento
	40	Fairfield- Vacaville- Pleasant Hill BART station
 50	Rio Vista- Suisun City- Fairfield- Isleton	
	85	Vallejo- Fairfield (Solano Community College)
	90	Vallejo- Fairfield- El Cerrito del Norte BART
	91	Vacaville- Fairfield- El Cerrito del Norte BART



**Summary of Solano Operated
Local and Intercity Fixed-route Transit Services**

Transit Operator	Local	Intercity
Benicia Breeze	15,16,17,18	23, 75
Dixon Read-Ride	N/a	N/a
Fairfield Suisun Transit	1a/1b, 2, 3a/b,4,5,6,7	20,30,40,90
Delta Breeze (Rio Vista)	51	50, 52
Vacaville City Coach	1,2,3,4,5,6,7,	N/a
Vallejo Transit	1,2,3,4,5/7, 6/8,9	80,85,92, Baylink Ferry, 200
TOTAL	26	13

Attachment 3: Draft On-Board Transit Survey



RT Op/# _____
 Day _____
 Trip _____
 Dir _____

2006 ON BOARD TRANSIT SURVEY

The Solano Transportation Authority, and your local operators, want your help to improve transit service by answering the questions below and returning this form before you get off the bus. All responses are confidential.

Please fill out this form each time you get one.

Thank you.

PLEASE ANSWER THESE QUESTIONS FIRST

1. Where are you coming from?

- 1. Home
- 2. Work
- 3. School
- 4. Shopping
- 5. Recreation/visit friends
- 6. Other (specify: _____)

2. What is the address of that place?

(Specify street name AND cross street OR address)

 Street No. Street Name

 Nearest Cross StreetCity

3. What is the zip code where you live? _____

4. Where are you going?

- 1. Home
- 2. Work
- 3. School
- 4. Shopping
- 5. Recreation/visit friends
- 6. Other (specify: _____)

5. What is the address of that place?

(Specify street name AND cross street OR address)

 Street No. Street Name

 Nearest Cross StreetCity

6. Where did you get on THIS bus?

(Specify street name AND cross street OR address)

7. How did you get to THIS bus?

- | | |
|-----------|---------------------------|
| 1. Home | 5. Drove alone |
| 2. Work | 6. Carpooled, then parked |
| 3. School | 7. Was dropped off |
| 4. Walked | 8. Other (specify: _____) |

8. Where will you get off THIS bus?

(Specify street name **AND** cross street **OR** address)

9. After you get off THIS bus, will you:

- | | |
|--------------------------------|-------------------------------|
| 1. Transfer to bus route _____ | 5. Drive alone |
| 2. Transfer to rail | 6. Carpool (ride with others) |
| 3. Transfer to ferry | 7. Be picked up |
| 4. Walk _____ blocks | 8. Other (specify: _____) |

10. Did you have a car that you could have used today instead of the bus?

- | | |
|--------|-------|
| 1. Yes | 2. No |
|--------|-------|

11. How did you pay to use THIS bus?

- | | |
|------------------|---------------------------|
| 1. Transfer slip | 3. Monthly pass |
| 2. Cash | 4. Other (specify: _____) |

12. How often do you ride the bus?

_____ days a week Less than one day per week

13. Are you:

- | | |
|---------|-----------|
| 1. Male | 2. Female |
|---------|-----------|

14. Do you consider yourself:

- | | |
|-------------------------|------------------------------------|
| 1. Hispanic | 3. Asian (non-hispanic) |
| 2. White (non-hispanic) | 4. African-American (non-hispanic) |
| | 5. Other (specify: _____) |

15. What is your age? _____

16. What is the total yearly income of all the people in your home?

- | | |
|------------------------|------------------------|
| 1. Under \$10,000 | 5. \$40,000 - \$49,999 |
| 2. \$10,000 - \$19,999 | 6. \$50,000 - \$59,999 |
| 3. \$20,000 - \$29,999 | 7. \$60,000 or more |
| 4. \$30,000 - \$39,999 | |

17. How do you rate transit service in your area?

- | | | |
|---------|------------|---------|
| 1. Good | 2. Average | 3. Poor |
|---------|------------|---------|

18. How many vehicles are available for use by all the people in your home?

_____ vehicles

19. Have you previously filled out this form for THIS bus route?

- | | |
|--------|-------|
| 1. Yes | 2. No |
|--------|-------|

20. Comments:



DATE: June 21, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Paratransit Funding Agreement Amendments

Background:

Through an agreement with the Solano Transportation Authority (STA), Fairfield-Suisun Transit (FST) operates Solano Paratransit on behalf of the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the County of Solano. Each of these agencies contribute local Transportation Development Act (TDA) funds for this service. Over the years, the STA has secured a variety of other funds for this service including federal Section 5310 grants for new buses and Regional Paratransit State Transit Assistance Funds. An updated multi-year funding agreement was executed in FY 2005-06.

Solano Paratransit operates Monday-Saturday providing intercity Paratransit service between the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the unincorporated areas in the central and eastern portion of Solano County.

The current Solano Paratransit agreement between the STA and Fairfield-Suisun Transit (FST) covers the timeframe from FY 2005-06 through FY 2007-08 with an option to extend the contract for 2 additional years. The agreement provides guidance on the roles and responsibilities of the two agencies. FST operates the service in concert with its local paratransit service (called Dial-a-Ride-Transit or DART) and subsidized taxi program. The STA provides general oversight and coordinates funding for the service.

Discussion:

The agreed-upon methodology for sharing the cost of Solano Paratransit among the six participating jurisdictions are based on three factors: population, number of trips, and average trip length. As these factors change over time, the percentage of shared cost is updated periodically. The methodology was due for updating and this was completed for FY 2006-07.

The multi-year Solano Paratransit agreement was executed with costs, revenues, and funding shares for FY 2005-06 through FY 2007-08. The cost, revenues, and funding shares for all the years beyond FY 2005-06 were projections. Updated financial data for FY 2006-07 has been received from Fairfield-Suisun Transit. The projected net cost for Solano Paratransit in FY 2006-07 is \$569,213. In addition, FST projected \$25,051 in expenditures above the original FY 2005-06 budget and requested these costs be covered.

To cover the FY 2005-06 projected deficit of \$25,051, the STA Board has approved \$10,000 of Regional Paratransit State Transit Assistance Funds (STAF) for FST to reduce the deficit. This leaves \$15,061 to be shared by the six funding partners.

The balance of the FY 2005-06 deficit and the projected net cost for FY 2006-07 were combined to determine the total amount of cost (\$584,264) to be shared by funding partners in FY 2006-07. The combination of the new FY 2005-06 net cost projections presented by FST (minus the STAF allocation) combined with the new cost-sharing factors generated the new cost shares. These have been approved by the STA Board as part of the TDA Matrix and the STAF Allocation Amendment on June 14, 2006. To purpose of this action is to amend the agreement.

The second amendment to the Solano Paratransit agreement addresses vehicle procurement. The STA has submitted, and has had approved, Federal Transit Administration (FTA) Section 5310 applications to fund the purchase of paratransit vehicles for Solano Paratransit. The vehicles' titles remain with the STA but are leased for operation as part of the Fairfield Suisun Transit fleet. To maintain fleet consistency, the Solano Paratransit vehicles are similar to those purchased by FST for their DART service. This amendment authorizes that FST procure the paratransit vehicles on STA's behalf.

Recommendation:

Recommend the STA Board authorize the Executive Director to execute amendments to the Solano Paratransit service and funding agreement between STA and the City of Fairfield.

Attachment:

- A. Draft Update of Solano Paratransit Funding Agreement, Exhibit C

Exhibit C: ESTIMATED FUNDING SHARES FOR SOLANO PARATRANSIT

	FY 05-06	FY 06-07 ³	FY 07-08	FY 08-09	FY 09-10
				Option Yr 1	Option Yr 2
Total Cost	499,453	594,264	597,674	627,557	658,935
Revenues					
Fares	21,098	24,254	25,467	26,740	28,077
STAF		10,000	0	0	0
Total Revenues	21,098	24,254	25,467	26,740	28,077
Net Subsidy Required (cost minus revenues)	478,355	584,264	572,207	600,817	630,858
TDA Subsidy Shares^{1,2}					
Dixon	\$29,180	36,484	38,308	40,224	42,235
Fairfield	\$191,151	231,925	243,521	255,697	268,482
Rio Vista	\$9,615	9,691	10,176	10,684	11,219
Suisun City	\$45,683	65,430	68,702	72,137	75,743
Vacaville	\$175,126	218,331	229,248	240,710	252,745
County of Solano	\$27,601	22,403	23,523	24,699	25,934
Total Subsidy Shares	478,356	584,264	613,477	644,151	676,359

Notes:

- 1 Based on population, trips, and mileage share formula adopted in June 2002. Subsidy shares will be calculated annually to update costs, fare revenue, population, and trip factors. The mileage factor will be calculated not more frequently than once every two years. Updated for FY2006-07.
- 2 For purposes of this estimate, the relative funding shares are assumed to remain constant over the five year period.
- 3 FY2006-07 Cost & Subsidy Shares include \$25,051 FY2005-06 deficit. The \$10,000 STAF was allocated in FY2006-07 to reduce the impact of the deficit on funding partners.

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DATE: June 19, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2006-07 Transportation Development Act (TDA)
Article 4/8 Distribution for Solano County

Background:

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

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

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to the Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., paratransit, STA transportation planning, express bus routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to give its claim approvals. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix.

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

The TDA matrix FY 2006-07 revenue estimate and carryover are based on MTC's February 2006 estimate that has been approved by the MTC Commission. Much of the initial TDA matrix was driven by the parallel effort of the Intercity Transit Funding group which developed, for the first time, a methodology for sharing costs for intercity routes. The matrix reflects the amounts for each intercity route by jurisdiction. An initial draft of the TDA matrix was reviewed and recommended for approval by the STA's Consortium and Technical Advisory Committee (TAC). The matrix was approved by the STA Board at their June 14 meeting.

Discussion:

Not all jurisdictions were included on the initial TDA matrix. Only those jurisdictions who had prepared enough of their TDA claim had the data available. At this time, several more jurisdictions have submitted their TDA claim information and the TDA matrix needs to be updated. This update includes data from the County of Solano, City of Vallejo, and City of Suisun City.

TDA claims must also be reviewed by the STA's Paratransit Coordinating Council (PCC). The PCC normally meets every other month on odd numbered months. Their next regularly scheduled meeting would fall in late July. To facilitate outstanding TDA claims, the PCC has agreed to hold a meeting on June 30 in place of their July meeting. The next PCC meeting won't be until September. The June meeting will give the opportunity for TDA claims to be reviewed before the fiscal year ends and meet MTC's deadlines for early allocation of TDA and STAF funds.

With this additional data, most but not all jurisdictions will have submitted data. The TDA matrix will be updated and brought forward when the remaining jurisdictions are prepared to submit their TDA data. The revised TDA matrix is being presented for a recommendation of approval to the STA Board in July.

Recommendation:

Recommend to the STA Board to approve the revised TDA Article 4/8 Matrix for FY 2006-07.

Attachment:

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



DATE: June 19, 2006
TO: STA TAC
FROM: Robert Guerrero, Associate Planner
RE: Fiscal Year (FY) 2006-07 Transportation Fund for Clean Air (TFCA) 40%
Program Manager Guidelines and Call for Projects

Background:

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program annually provides funding to cities and counties within its jurisdiction for projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. Funding for the TFCA program is provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. Forty percent of the funding generated in the Bay Area is dedicated to Program Manager projects approved by the county Congestion Management Agencies (CMA).

On May 10, 2006, The STA Board approved the following Fiscal Year 2006-07 Transportation Fund for Clean Air (TFCA) 40% Program Manager projects for Solano County:

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

However, before the funding is approved by the BAAQMD a cost effectiveness analysis is conducted by the Air District for each project. Unfortunately, the Allied Waste Service's proposed project did not qualify under the Air Districts regulations and the \$17,000 originally approved by the STA Board for this project was added back to the STA TFCA Program Manager fund balance. The Air District also indicated that the actual estimate for FY 2006-07 is an additional \$14,325 which would total \$30,325 of unprogrammed TFCA funds when added to the remaining \$17,000 from the cancelled Allied Waste project.

Discussion:

Under the new TFCA Program Manager fund guidelines, any unallocated balance from the Program Managers (i.e. STA) will be allocated by the Air District after six months. Program Managers have the option to issue a second call for projects to distribute the unallocated balance or to add funds into an already approved projects.

Rather than have an additional call for projects for the remaining \$30,311, after discussing this matter with the FY 2006-07 project applicants, STA staff resubmitted the approved TFCA Program Manager projects to the Air District with revised funding amounts. Based on the amounts requested and the preliminary cost effectiveness calculations for each project, staff has revised the funding amounts as follows:

1. \$29,325 for Benicia's Shuttle Bus Service: Vallejo Ferry to Benicia's Industrial Park;
2. \$90,000 for Fairfield's Solano Bikeway Extension- McGary Road project; and
3. \$210,000 for Solano Napa Commuter Information (SNCI) Program's Rideshare Activities.

These adjustments were necessary in order to meet the Air District's very tight deadline (approximately one week turn-around) to submit the projects revised amounts and to allow for an increase in the only projects submitted for TFCA funds for FY 2006-07. STA staff would not have had the flexibility of adding the additional \$31,311 to the projects if the Air District had approved the projects as originally proposed. In all likelihood, the remaining \$31,311 would have had to be returned back to the Air District due to the difficulties of reallocating funds to the approved projects and of having any new qualified projects submitted for the program with a relatively minor funding amount to allocate.

The City of Benicia requested a total of \$50,000, however, it is difficult for shuttle projects to qualify for a large allocation of funds without longer trip reductions and higher ridership counts. STA staff coordinated with Benicia's Transit Manager and staff from the Air District to increase the original allocation of \$25,000 to \$29,325. The City of Fairfield requested \$100,000 for the Solano Bikeway Extension and was approved for an original allocation of \$78,000. Since then the project was also recommended for Transportation Development Act Article 3 funds, and to augment these funds and complete the total project request, STA staff increased the original allocation amount to \$90,000. STA staff also increased SNCI's allocation with the remaining balance of Solano County Program Manager funds to meet their growing need for increased demand on ridesharing programs and incentives.

Recommendation:

Forward a recommendation to the STA Board to approve revised funding amounts for FY 2006-07 TFCA Program Year including \$29,325 for City of Benicia's Shuttle Bus Service, \$90,000 for City of Fairfield's Solano Bikeway Extension, and \$210,000 for STA's Solano Napa Commuter Information Program's Ridesharing Activities.



DATE: June 20, 2006
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Priority Projects for Proposed State Bond Categories

Background:

Senate Bill 1266, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authored by Senate President Pro Tempore Don Perata (D-Oakland), represents the transportation and air quality component of the long-negotiated state infrastructure bond package. On May 16, SB 1266 was chaptered, declaring that the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) will be placed on the ballot for the November 7, 2006 general election.

Discussion:

The total statewide transportation package provides \$19.925 billion in new funds. The next task is for the state to put together a list of projects that will receive funding from this general obligation bond. In order to position Solano County's priority transportation improvements, staff recommends that the Solano Transportation Authority develop and submit a list of local priorities to Caltrans District 4, the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC).

Attachment A is a table of the various funding categories (Program Name) showing the parameters for each category and potential Solano County projects to consider. Of the entire list of funding through the bond, Solano County has projects that may be eligible for the following:

- \$4.5 billion for the Corridor Mobility Improvement Account (i.e. highways and local access routes; the I-80 High Occupancy Vehicle (HOV) Lanes, the I-80/I-680/SR 12 interchange and SR 12 projects could be eligible for these funds).
- \$3.1 billion to the California Ports Infrastructure, Security, and Air Quality Improvement Account (\$2 billion statewide designated for Trade Corridor improvements such as the Cordelia Truck Scales).
- \$2 billion for State Transportation Improvement Program (STIP) projects (\$16.7 million for Solano County's share).
- \$4 billion for the Public Transportation Modernization, Improvement, and Service Enhancement Account (with \$400 million for the state's intercity rail system, and the remaining \$3.6 billion to local transit operators; \$6.1 million for Solano County's capital improvements/modernization share).

- \$1 billion for Transit System Safety, Security Disaster Response Account.
- \$1 billion for the State-Local Partnership Program Account (to match local sales tax measure program expenditures one-to-one determined by criteria as yet undefined).
- \$750 million for the Highway Safety, Rehabilitation, and Preservation Account (potential fund source for pavement on I-80 and safety projects on State Routes 113 and 12).
- \$2 billion for the Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account (\$24.3 million for “reducing local traffic congestion” and “improving traffic flows” as well as rehabilitation and maintenance of Solano County’s city streets and county roads).

Recommendation:

Forward a recommendation to the STA Board to approve the list of priority projects to be funded through the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B).

Attachment:

- A. STA Priority Projects Bond Funding Summary

Table 1. Key Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Corridor Mobility Improvement Account	<ul style="list-style-type: none"> • I-80/I-680/SR 12 Interchange • I-80 HOV Lane Project (Carquinez Bridge to I-505) • SR 12 Jameson Canyon 	\$4.5 billion	<p>State highway system improvements or major access routes on the local road system on highly congested travel corridors that relieve congestion by expanding capacity, enhancing operations or otherwise improving travel times.</p> <p>Criteria for including a project:</p> <ol style="list-style-type: none"> 1. High priority project based on fact that project (a) is nominated by Caltrans and RTPA (b) has committed matching funds to fully fund project. 2. Can begin construction by December 31, 2012 3. Improves mobility by improving travel times 4. Improves access to jobs, housing, markets and commerce <p>➤ Where projects offer the same mobility improvements, CTC shall consider the project's air quality and safety benefits.</p>	<ul style="list-style-type: none"> • California Transportation Commission (CTC) subject to certain criteria, including north/south 40/60 split pursuant to Section 188 of the Streets and Highways Code. • Regional transportation planning agencies and Caltrans may both nominate projects. CTC must update program of projects every two years. 	<p>December 1, 2006: CTC must adopt guidelines including regional programming targets.</p> <p>January 15, 2007: Deadline for Caltrans and RTPAs to submit requests to CTC</p> <p>March 1, 2007: Deadline for CTC to adopt initial program of projects; updated every 2 years</p> <p>Annual – CTC required to include a program update as part of its annual report to Legislature.</p>	<ul style="list-style-type: none"> • Partnership Board – establish broad priorities and convene subcommittee of CMA Director, MTC, and Caltrans to examine corridor mobility specific project priorities. • Kick-start Freeway Performance Improvement Program efforts (recently adopted as a result of the MTC Strategic Plan). • Focus should be on congested corridors, and coordinated with trade corridor program. • Priority list could function for both ITIP and Corridor Mobility priorities. • Important for Caltrans and MTC, through work with the Partnership, to submit consistent list to CTC. • Schedule: <ol style="list-style-type: none"> a. August – agree to broad priorities b. October – agree to project priorities and funding plans c. December – confirm submittals if bond approved.

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Trade Corridors	<ul style="list-style-type: none"> Cordelia Truck Scales Relocation 	\$2 billion	<ul style="list-style-type: none"> Infrastructure improvements along federally designated "Trade Corridors of National Significance" or along other corridors that have a high volume of freight movement, as determined by the CTC. Eligible projects include (1) Highway capacity improvements, (2) freight rail system improvements, (3) port capacity and efficiency improvements (4) truck corridor improvements, (5) border access improvements, (6) surface transportation improvements related to goods movement to and from airports. Minimum of 1:1 match required of local, private or federal funds, except for border access improvements. Higher match requirement to be determined on a case-by-case basis. CTC may give priority to projects with a higher local match. 	<ul style="list-style-type: none"> Trailer Bill CTC selects projects and is required to consult the Trade Infrastructure and Goods Movement Plan submitted to the CTC by the Secretary for Business, Transportation and Housing and the Secretary for Environmental Protection. CTC must also consult goods movement plans adopted by regional agencies, long-range plans and the statewide port master plan, pursuant to Section 1760 of the Harbors and Navigation Code. Allocations must: (1) address state's most urgent needs (2) balance the demands of various ports (large and small, as well as seaports, airports and land ports) (3) provide reasonable geographic balance (4) place emphasis on projects that improve mobility while reducing diesel and other pollutant emissions, among other factors. 	<p>January 1, 2007: No funds shall be allocated from this account before the Trade Infrastructure and Goods Movement Plan is submitted to CTC, provided it is submitted by this date.</p>	<ul style="list-style-type: none"> Continue to be active in statewide efforts to develop the Trade Infrastructure and Goods Movement Plan. Through Freight Stakeholder meetings, develop priorities for existing projects that have been identified for Bay Area through Good Movement Action Plan efforts. Advocate for equitable Bay Area funding within statewide program. Statutes make airport access eligible – GMAP excluded. Coordinate Corridor Mobility and Trade Corridor submittals.
Air Quality – Trade Corridors		\$1 billion	<p>Air quality improvements above and beyond current law related to reducing the effects of emissions related to freight along the state's trade corridors.</p>	<ul style="list-style-type: none"> Trailer Bill Appropriated by Legislature to Air Resources Board 	N/A	<ul style="list-style-type: none"> Bay Area Air Quality Management District, initiating process with MTC and Port to identify priority projects.

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Port Security	N/A	\$100 million	Port, harbor and ferry terminal security improvements, including, but not limited to (1) video surveillance (2) explosive detection equipment (3) cargo scanners (4) radiation monitors (5) thermal protective equipment.	The State Office of Emergency Services (OES) for grants for ports, harbor, ferryboat and ferry terminal operators	The OES must report to Legislature by March 1 every year on how funds were expended that year	<ul style="list-style-type: none"> Work with Port and ferry operators in the Bay Area to ensure that they are considered for funding.
School Bus Retrofit	N/A	\$200 million	School bus retrofit and replacement to reduce air pollution and to reduce children's exposure to diesel exhaust.	Appropriated by Legislature	N/A	<ul style="list-style-type: none"> Check eligibility for transit properties that provide "school trippers."
State Transportation Improvement Program (STIP)		\$2 billion	Same as current law	Appropriated to Caltrans, distributed according to SB 45 formula.	N/A	<ul style="list-style-type: none"> Work with CTC and Caltrans to develop timeline for amending the STIP to include additional funding. Identify near-term priorities given recent reduction to STIP. Coordinate with Freeway Performance Improvement Plan efforts. Coordinate with ITIP and Corridor Mobility program.

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Public Transportation, Modernization, Improvement, and Service Enhancement Account		\$3.6 billion	Rehabilitation, safety, modernization improvements, expansions, new capital projects, bus rapid transit improvements, or rolling stock procurement, rehabilitation or replacement. Operating costs <u>not</u> eligible for bond funds.	Appropriated to Caltrans, for distribution according to the STA formula (Public Utilities Code 99313 and 99314), subject to MTC coordination efforts. Bay Area Formula Share: Revenue-Based: \$987 Million Population-Based: \$347 Million	N/A	<ul style="list-style-type: none"> Partnership Board – establish broad priorities and convene working group of General Managers (in conjunction with TransLink® Management Group meetings) to examine program priorities for STA Population-Based funds and policy framework for STA Revenue-Based funds. Schedule: <ol style="list-style-type: none"> August – agree to broad priorities October – continue development of program priorities and funding plans December – confirm policy direction and amend STA policy should bond be approved. (similar to CTC schedule for Corridor Mobility program)
44 Intercity Rail	<ul style="list-style-type: none"> Benicia-Martinez Rail Draw Bridge CCJPA Capital Priorities 	\$400 million	<ul style="list-style-type: none"> Intercity rail improvements \$150 million set-aside for rolling stock 	Appropriated to Caltrans	N/A	<ul style="list-style-type: none"> Develop regional priorities for Capitol Corridor improvements – some improvement could also assist in enhancements for ACE and future Dumbarton Rail. Coordinate with on-going UP negotiations for right-of-way acquisition.
State-Local Partnership Program	N/A	\$1 billion	<ul style="list-style-type: none"> Project eligibility not specified 1:1 match requirement of "local funds" 	<ul style="list-style-type: none"> Trailer bill Appropriated by Legislature to CTC for grants to transportation agencies 	Five-year program	<ul style="list-style-type: none"> Work with CTC and Caltrans to develop guidelines for matching grants. For discussion – should match be prioritized for certain program areas?

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Transit System Safety, Security and Disaster Response Account	<ul style="list-style-type: none"> Bay/Link Ferry/Vallejo Station 	\$1 billion	Capital projects that provide "increased protection against a security and safety threat and for capital expenditures to increase the capacity of transit operators, including waterborne transit operators, to develop disaster response transportation systems that can move people, goods and emergency personnel and equipment in the aftermath of a disaster."	<ul style="list-style-type: none"> Trailer bill Appropriated by Legislature 	N/A	<ul style="list-style-type: none"> Convene working group that responded to DHS grants to develop possible distribution approach for state, and within region. Funding should complement recent work to direct FTA funds to critical transit security projects. Coordinate with WTA on evolving water-borne disaster response.
Local Bridge Seismic Retrofit Account	<ul style="list-style-type: none"> Rio Vista Bridge 	\$125 million	<ul style="list-style-type: none"> Match for federal Highway Bridge Replacement and Repair (HBRR) funds for seismic work on local bridges, ramps and overpasses 	Appropriated by Legislature, with projects selected by Caltrans.	N/A	<ul style="list-style-type: none"> Expedite completion of local bridge needs assessment. Work with Caltrans and Partnership Streets and Roads Committee to engage jurisdictions on needs and project readiness. Evaluate Golden Gate bridge eligibility and need for funds.

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Highway-Railroad Crossing Safety Account	<ul style="list-style-type: none"> Fairfield/Vacaville Train Station Peabody Road Overcrossing (Phase 2) 	\$250 million	<ul style="list-style-type: none"> \$150 million for completion of "high priority" grade separation and railroad crossing safety improvements pursuant to Section 2450 of the Streets and Highways Code, 1:1 local match requirement. Subdivision (g) of Section 2454 of the Streets and Highways Code — which caps the total project cost for a single project at \$5 million — shall not apply. \$100 million set-aside for high priority railroad crossing improvements, to be selected in consultation with the High Speed Rail Authority, Caltrans and the Public Utilities Commission. 	Combination of Caltrans and the CTC: \$150 million - Appropriated by Legislature to Caltrans. \$100 million allocated by CTC, in consultation with Caltrans and the Public Utilities Commission. CTC must also consult and coordinate with the California High Speed Rail Authority on determining the use for this portion of funds.	N/A	<ul style="list-style-type: none"> Consider freight component and coordinate with Trade Corridor priority development. Evaluate Fremont grade separation needs, Caltrain needs, and other Resolution 3434 grade separation projects.
4 Highway Safety, Rehabilitation and Preservation Account	<ul style="list-style-type: none"> I-80 Pavement Rehabilitation SR 12 Safety SR 113 Safety 	\$750 million	<ul style="list-style-type: none"> \$500 million for the purposes of the State Highway Operation and Protection Program (SHOPP). \$250 million to fund local intelligent transportation system (ITS) improvements, including traffic light synchronization projects or other technology-based improvements to safety, operations and effective capacity of local streets and roads. 	Appropriated by Legislature to Caltrans. Caltrans responsible for developing the program to fund local ITS.	N/A	<ul style="list-style-type: none"> Caltrans District 4 to ensure that SHOPP needs are comprehensive for region. Caltrans District 4 to work with CMAs, MTC, and other partners to identify priority projects for ITS. These projects should be considered in the context of SMART corridor and Freeway Performance Improvement Initiative.

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account 47	<ul style="list-style-type: none"> Local Streets and Roads Shortfall Safe Routes to Schools Projects 	\$2 billion	Improvements to transportation facilities that will assist in reducing local traffic congestion and further deterioration, improving traffic flows, or increasing traffic safety, including street and highway pavement maintenance, rehabilitation, installation, reconstruction and reconstruction of necessary associated facilities such as drainage and traffic control devices, or the maintenance, rehabilitation, installation, construction and reconstruction of facilities that expand ridership on transit systems, safety projects to reduce fatalities or local match to obtain state or federal transportation funds for similar purposes.	Allocated by formula as follows: <ul style="list-style-type: none"> \$1 billion for counties, distributed 75% based on registered vehicles/25% based on county-maintained road miles \$1 billion to cities, based on population, except that no city shall receive less than \$400,000 	N/A	<ul style="list-style-type: none"> Streets and Road Committee to discuss impact on regional Streets and Roads shortfall. Discuss whether there should be any incentive rewards in this region (for STP regional dollars) if these local funds are dedicated to rehabilitation/preventive maintenance of roadways as compared to expansion.
Regional Planning, Housing & Infill Incentive Account	Solano TLC Candidate Projects such as: <ul style="list-style-type: none"> West Texas Street Urban Village Downtown Dixon Plan Rio Vista Waterfront Downtown Benicia Old Cordelia TLC Plan 	\$850 million	<ul style="list-style-type: none"> Capital outlay related to infill housing development, including up to \$200 million for park creation, development or rehabilitation to encourage infill development Water, sewer or other public infrastructure costs associated with infill development Transportation improvements related to infill development and traffic mitigation Brownfield cleanup that promotes infill housing development and other development consistent with regional and local plans. 	<ul style="list-style-type: none"> Trailer bill Appropriated by Legislature 	N/A	<ul style="list-style-type: none"> Joint Policy Committee to be lead for policy development. MTC and ABAG to work with CALCOG on development plans.

Summary of Provisions of SB 1266 (Perata/Nuñez) & SB 1689(Perata/Nuñez) – Propositions 1B & 1C

Program Name	STA Potential Projects	Statewide Amount	Eligible Projects	Project Selection Process	Key Deadlines	MTC/Partnership: Possible Next Steps
Transit Oriented Development (TOD) Implementation Fund	Solano TLC Candidate Projects such as: <ul style="list-style-type: none"> • Downtown Vallejo Renaissance Project • Fairfield-Vacaville Train Station Specific Area Plan • Downtown Suisun City Master Plan 	\$300 million	<ul style="list-style-type: none"> • Infrastructure necessary for the development of higher density uses within close proximity to a transit station, or to facilitate connections between that development and the station. • Loans for housing developments (including mixed-use, commercial). At least 15 percent of the housing development's units must be affordable for at least 55 years. The housing developments must also be on parcels at least a portion of which are within a quarter-mile of a transit station. 	<ul style="list-style-type: none"> • Appropriated by Legislature to the Department of Housing and Community Development to provide grants to cities, counties or transit agencies. • HCD must consider, among other criteria, the extent to which a project will increase transit ridership and minimize automobile trips. • HCD must also grant "bonus points" for projects in an area designated for infill development as part of a regional plan. 	N/A	<ul style="list-style-type: none"> • Joint Policy Committee to be lead for policy development. • MTC and ABAG to work with CALCOG on development plans.



DATE: June 19, 2006
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: 2006 Lifeline Transportation Funding Program

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 the Lifeline funds. STA will select the Solano Lifeline projects for funding and submit these to MTC. STA staff worked 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 a Lifeline Advisory Committee to evaluate Solano project proposals. The Committee representation reflects organizations most familiar with this segment of transportation users and the types of transportation projects needed. (See Attachment A for list of Committee member agencies).

The Lifeline Advisory Committee initially met in March 2006 to review and provide input on the Call for Projects materials and overall schedule. The first Call for Projects was released on March 27, 2006 with applications due May 26, 2006. The Call for Projects was distributed to all Solano transit operators and over 50 other organizations throughout Solano County and was available on the STA website.

Discussion:

Six Lifeline Project Proposals were received: three from transit operators, two from Community Action Councils (CAC), and one from a non-profit children's shuttle. Up to three years of funding could be requested and requests could range from \$25,000 to \$200,000.

Applicants were advised that this Call for Projects would be the first of two Calls to allocate the \$1.08 million with up to \$400,000 to be allocated on this first call. A total of \$723,879 in requests were received.

The Lifeline Advisory Committee reviewed the proposals and heard the project applicants present their proposals at their meeting on June 19, 2006. The committee evaluated the projects and developed a consensus recommendation. See Attachment B for Lifeline Advisory Committee Project Funding Recommendations. The funding recommendation is summarized below:

	Applicant	Project	Recommended by Committee
1	Benicia CAC	Countywide vehicle purchase program	\$ 30,000
2	Fairfield CAC	Bus, taxi, gas voucher program	\$ 38,000
3	City of Benicia	Industrial park shuttle	\$ 26,000
4	City of Dixon	Saturday local & intercity bus	\$150,000
5	City of Rio Vista	Peak period Rt. 50 (RV-FF) service	\$ 25,000
6	Kids Xpress	Children's shuttle expansion	\$ 90,000
			\$359,000

The Lifeline Advisory Committee and STA staff recommends that \$359,000 of the \$1.08 million Lifeline funds be allocated for this cycle. This would leave a reasonable balance of Lifeline funds for allocation in about a year when two additional Community Based Transportation Plans (CBTPs) in Cordelia/Fairfield and Vallejo will have been conducted. The Call for Projects would remain countywide and applicants who applied for funding under this first cycle would be eligible to apply again. Staff's recommendations incorporates the Lifeline Advisory Committee's recommendation and complementary actions.

These recommendations will be reviewed by the STA Board's Transit Subcommittee at their June 26 meeting and then be submitted to the STA Board for approval in July. At this time, staff is seeking the TAC and Consortium's recommendation of support.

Recommendation:

Recommend to the STA Board to:

1. Approve the attached (Attachment B) 2006 Solano Lifeline Project Funding Plan;
2. Authorize the Executive Director to submit the Lifeline Project Funding Plan to MTC.

Attachments:

- A. Lifeline Committee Members
- B. 2006 Solano Lifeline Project Funding Plan Recommendations'



LIFELINE ADVISORY COMMITTEE MEMBERS

The STA's Lifeline Advisory Committee is comprised of representatives from the following entities:

- Mary Frances Kelly Poh, Benicia Community Action Council (CAC)
- Kim Johnson, Children's Network
- Gail Jack, County of Solano, Health and Social Services
- Richard Broaddus, Paratransit Coordinating Council (PCC)
- Vacant, Member At- Large
- Jeff Matheson, STA Intercity Transit Consortium

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2006 Solano Lifeline Project Funding Plan

Project Applicant	Project Description	Funding Request	Duration of Project	Funding Recommendations	Other Funds	Comments
1 Benicia Community Action Council (CAC)	Vehicle Loan Program	\$ 30,000	3	\$ 30,000		Meets goals of countywide Welfare to Work Plan and Dixon Community Based Transportation Plan. Minimum grant is \$25,000. Match funds secured first two years; third year contingent upon securing third-yr match.
2 Fairfield CAC	TRACs (Transportation Assistance for Central Solano)	\$ 175,000	3	\$ 38,000		Proposed funding will fund element of proposal that meets identified goals of Welfare to Work Plan (emergency taxi, bus, gas voucher programs). Opportunity to refine proposal and resubmit for funding following Cordelia/Fairfield Community Based Transportation Plan
3 City of Benicia	Industrial Park Service	\$ 80,389	3	\$ 26,000	Two-yr of funding from BAAQMD TFCA PM funds already approved.	Meets a need in the Welfare to Work Plan. One-year of funding via Lifeline
4 City of Dixon	Dixon Saturday Local and Intercity Transit Service	\$ 150,000	2	\$ 150,000		Meets Welfare to Work and Dixon Community Based Transportation Plan goals.
5 City of Rio Vista	RV-FF Peak Service Rt. 50	\$ 113,490	3	\$ 25,000	Shift existing LIFT grant from commuter vanpool (\$70,495) and supplement with \$25,000 Lifeline	Meets same Welfare to Work goal as commuter vanpool project. Rio Vista, MTC and other Commuter Vanpool project partner agencies' staff in agreement.
6 Kids Xpress	Kids Shuttle	\$ 175,000	3	\$ 90,000		Meets goals of Welfare to Work Plan. Maximum grant possible based on secured (vs. unsecured) match and to be used for expansion of service rather than maintenance of service. Opportunity to resubmit for additional Lifeline funds during next funding cycle and secure further matching funds for expansion.
TOTAL		\$ 723,879		\$ 359,000		

Jun-06

The Lifeline Advisory Committee recommends that Lifeline Funding applicants all show proof that matching funds are secured before receiving Lifeline Funds.

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DATE: June 7, 2006
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Draft Solano Transportation Authority (STA) Funding Policy for Regional Interchange and Reliever Route Projects

Background:

Solano County is currently under going or has plans to complete many highway, interchange improvement projects, and highway reliever route projects throughout the County. The project sponsors for these projects vary from the Solano Transportation Authority (STA) to local cities. Specifically these projects include the North Connector, the Jepson Parkway, North Texas Interchange, Rio Vista Bridge Study, State Route 12/Church Road Intersection and the I-80 High Occupancy Vehicle (HOV) Lanes/Turner Avenue Overcrossing in Vallejo. Currently the STA does not have a funding policy for regionally important interchange projects along the highway corridors in the County and for reliever routes. Past regionally significant project funding contributions were based on individual project negotiations between the local sponsor and the STA. With the forecast for several upcoming projects where these negotiations would again be required, the STA staff is seeking to have a STA Board funding policy in place that will provide upfront expectations for all participants.

A funding policy would provide an identification of regionally significance interchanges that would be eligible for Solano County regionally generated funds and identify a definition for regionally significant reliever routes that would also be eligible for Solano County regionally generated funds. Additionally, the policy would outline the requirements for local contributions to these projects. The intent is to provide implementing agencies such as, STA, the seven cities, and the County uniform policy for funding projects with regionally generated funds.

Regionally generated funds include; Regional Measure 2 (RM 2), State Transportation Improvement Program (STIP) including Interregional Transportation Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP) funds, Traffic Congestion Relief Program (TCRP), Solano County Transportation Sales Tax (funds other than local return-to-source), state bond(s) for infrastructure investment, federal funds other than earmarks obtained by the local jurisdiction.

Discussion:

Solano County is continuously improving the highway corridors, interchanges and providing for reliever routes. Funding investment in these improvements would vary based on the purpose of the project and the community served by the improvement. In some cases the improvements serve both the local community and the region. These projects should receive a portion of the regional funds. This draft policy has three segments; the identification of eligible projects and the funding policy for local

contributions the projects and the need to be on the adopted priority work plan adopted by the STA Board.

The schedule for the STA Board to adopt this funding policy would follow adoption of the policy by the TAC in June, discussions at the STA Board workshop in July and STA Board adoption in early fall 2006.

Eligible Interchange Project Definition: The July 2004 I-80/I-680/I-780 Major Investment & Corridor Study and the 2001 SR 12 Major Investment Study identified specific highway projects along the corridors as well as interchange improvements. Generally interchange improvements identified in these Studies are considered regionally significant. The 2004 I-80/I-680/I-780 Major Investment & Corridor Study also generated a list of interchanges under the title “Recommended Local Interchange Improvements Prioritized by Local Jurisdiction”, (Attachment A) which will be the basis for interchange improvements not funded with regional funds. In addition, providing improved access to the county’s intermodal facilities and High Occupancy Vehicle (HOV) lanes would also be included in the interchanges eligible for funding with regional funds. These intermodal facilities include: Vacaville Intermodal Transportation Center, Fairfield Transportation Center, Curtola Park-and-Ride in Vallejo, and the Benicia Transportation Center. Based on this criteria, the interchanges considered regionally significant could include:

- I-80/State Route 113 Interchange
- I-80/I-505 Interchange
- I-80/W. Texas Interchange
- State Route 12/Pennsylvania Interchange
- I-80/State Route 37/Columbus Pkwy Interchange
- I-80/I-780/Glen Cove Interchange
- I-680/Lake Herman Road Interchange

Highway Reliever Route Definition: The intent of reliever routes is to provide a local alternative to the state highway for travel between the cities in Solano County. The reliever routes provide regional benefit in that they alleviate congestion on the state highway system and local benefit as they provide alternatives for local residents. Currently the two STA identified reliever route projects are the North Connector and the Jepson Parkway. Both projects are on the adopted STA priority work plan. In the future, currently unidentified reliever routes would be required to provide similar regional traffic benefits as these two projects and to be in the adopted STA Overall Work Plan (OWP).

Funding Policy Proposal: Based on the past funding policy from the I-80/Leisure Town Interchange and the Walters Road improvements in Suisun City as part of the Jepson Parkway Project, the local contribution was approximately 50% with 50% from regional fund sources. This funding split aligned with the local benefit versus the regional benefit. The proposed funding policy is to have this local contribution at 50% for projects that also meet a regional significance. The regional funds for projects would be programmed by the STA based on approval by the STA Board. The local funding contribution could be obtained by multi-city/county pooling of funds to reach the level of 50% local funds.

Fiscal Impact:

There is no direct fiscal impact, other than the projects would be required to be on the STA adopted OWP to insure adequate resources have been set aside for the projects.

Recommendation:

Forward a recommendation to the STA Board to adopt the Funding Policy Proposal as outlined in this Staff Report.

Attachments:

- A. I-80/I-680/I-780 Major Investment & Corridor Study - Recommended Local Interchange Improvements Prioritized by Local Jurisdiction
- B. SR 12 Major Investment Study Long-Term Improvements (i.e. Grade Separation – Pennsylvania Avenue)

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Table 0-5 Recommended Local Interchange Improvements Prioritized by Local Jurisdiction

Jurisdiction		Description of Interchanges	Segment	Cost in Million \$ (2003)	Note
Benicia	1	I-780/Rose Dr/Columbus Pkwy	3	\$4.3	
	2	I-780/E 2nd St/E 5th St	3	\$3.0	
	3	I-780/Southampton Rd/E 7th St	3	\$3.2	
	4	I-680/Industrial Way/Bayshore Rd	4	\$6.9	
	5	I-680/Lake Herman Rd	4	\$14.8	
	6	I-780/Military West	3	\$1.5	
Dixon	1	I-80/Pedrick Rd	7	\$18.8	
	2	I-80/West A St/Dixon Ave	7	\$22.8	
	3	I-80/Pitt School Rd	7	\$13.2	
Fairfield	1	I-80/Green Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	2	I-80/N Texas St/Lyon Rd	6	\$25.3	
	3	I-80/Abernathy Rd	1	--	Included as part of Mid Term Project 5
	4	I-80/Magellan Rd/Auto Mall Pkwy	6	\$7.8	
	5	I-80/Suisun Valley Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	6	I-80/W Texas St/Beck Ave/Oliver Rd	6	\$34.3	
	7	I-80/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	8	I-680/Red Top Rd	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	9	I-80/Central Way	1	--	Included as part of Mid Term Project 8 and Long Term Project 37
	10	I-80/Travis Blvd	6	--	No Proposed Improvement
	11	I-80/Airbase Pkwy/Waterman Blvd	6	--	No Proposed Improvement
	12	I-80/Gold Hill Rd	1	--	No Proposed Improvement

Jurisdiction		Description of Interchanges	Segment	Cost in Million \$ (2003)	Note
Solano County	1	I-680/Marshview Rd	4	\$7.8	
	2	I-680/Parish Rd	4	\$5.8	
	3	I-80/Kidwell Rd	7	--	No Proposed Improvement
	4	I-80/SR-113 (North)	7	--	No Proposed Improvement
Vacaville	1	I-80/Alamo Dr/Merchant St	6	\$10.5	
	2	I-80/California Dr Over-crossing and Cherry Glen Rd off-ramp	6	\$20.2	
	3	I-80/Lagoon Valley Rd/Cherry Glen Rd	6	\$14.4	
	4	I-80/Pena Adobe Road/Cherry Glen Rd	6	\$30.6	
	5	I-80/Davis St	6	--	Included as Long Term Project 41
	6	I-80/Midway Rd	7	\$24.0	
	7	I-80/Weber Rd/Meridian Rd	7	\$24.5	
	8	I-80/Peabody Rd/Mason St/Elmira Rd	6	--	No Proposed Improvement
Vallejo	1	I-80/Tennessee St	2	\$66.4	
	2	I-80/Redwood St	2	Alt 1: \$12.8 Alt 2: \$52.1	
	3	I-80/Georgia St	2	\$1.5	
	4	I-80/Springs Rd/Solano Ave/Magazine St/Sequoia Ave/Maritime Academy Dr	2	--	Included as part of Long Term Project 45
	5	American Canyon Rd	2	Alt 1: \$2.2 Alt 2: \$8.4	
	6	I-780/Glen Cove Pkwy	3	\$1.3	
	7	I-780/Cedar St	3	--	Included as part of Long Term Project 28

COST ELEMENT

Planning level cost estimates have been prepared for each element of the six Alternative Packages. Table 8 presents a summary of the capital costs and operating costs of these elements. Operating costs have been calculated and reported for the transit improvements. These estimates include costs associated with fueling, maintaining and manning buses. Costs associated with operating and maintaining geometric roadway improvements have not been calculated or reported. These costs, such as providing electricity for traffic signals, have not been assessed.

Table 8: Planning Level Cost Estimates

Alternative/Improvement Measure	Capital Cost Estimate	Annual Operating Cost Estimate
NEAR TERM IMPROVEMENTS		
ALTERNATIVE PACKAGE 1 – NO BUILD		
TOTAL ALTERNATIVE 1	\$0	
ALTERNATIVE PACKAGE 2 – TRANSPORTATION DEMAND MANAGEMENT		
2a. Carpooling/Park and Ride Lot (2)	\$820,000	
2b. Local Shuttle Program	\$325,000	\$170,000
2c. Transit Service	\$620,000	\$640,000
TOTAL ALTERNATIVE 2	\$1,765,000	\$810,000
ALTERNATIVE PACKAGE 3 – SAFETY IMPROVEMENTS		
3a. Warning Devices – Beck/Pennsylvania	\$300,000	
3b. Accel/Decel/Left Turns/Realign – Shiloh/Lambie	\$1,700,000	
3c. Traffic Signal – SR 113/SR 12	\$450,000	
3d. Accel/Decel/Left Turns/Realign – Church Rd	\$1,450,000	
3e. Warning Beacons – Summerset Road	\$150,000	
3f. Accel/Decel Lanes at Railroad Museum	\$600,000	
3g. Accel/Decel Lanes – Beck Avenue	\$500,000	
TOTAL ALTERNATIVE 3	\$5,150,000	
ALTERNATIVE PACKAGE 4 – NEAR-TERM TRAFFIC IMPROVEMENTS		
4a. Lane Additions – Pennsylvania	\$450,000	
4d. Right Turn Lane/Traffic Signal – Shiloh/Lambie	\$650,000	
4e. Traffic Signal – SR 113	\$450,000	
TOTAL ALTERNATIVE 4	\$1,550,000	
ALTERNATIVE PACKAGE 5 – PASSING LANE INSTALLATION		
5a. Passing Lanes – Postmiles 11.0 to 12.0	\$8,000,000	
5b. Passing Lanes – Postmiles 20.8 to 21.8	\$8,000,000	
TOTAL ALTERNATIVE 5	\$16,000,000	
LONG-TERM IMPROVEMENTS		
ALTERNATIVE PACKAGE 6 – LONG TERM TRAFFIC IMPROVEMENTS		
6a. Widening – Rio Vista City Limit to River Road	\$29,100,000	
6b. Widening – I-80 to Webster/Jackson	\$26,000,000	
6c. Barrier & Shoulders – Walters to Rio Vista	\$66,100,000	
6d. Grade Separation – Pennsylvania Avenue	\$9,000,000	
6e. Left Turn Lanes – Lambie/Shiloh Road	\$500,000	
6f. Traffic Signal Installation – Church Road	\$300,000	
TOTAL ALTERNATIVE 6	\$131,000,000	

The assumptions used in the cost analysis are described for each Alternative Package below. Note that all of the planning level cost estimates include construction costs and contingencies as well as an allowance for design. Right of way acquisition costs are not included in the estimates. Detailed cost breakdowns for each improvement are included in Appendix E.

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DATE: June 19, 2006
TO: STA TAC
FROM: Robert Guerrero, Associate Planner
RE: State Route 113 Major Investment and Corridor Study

Background:

The Solano Transportation Authority (STA) in partnership with the Metropolitan Transportation Commission (MTC), was one of four statewide agencies awarded a Partnership Planning Grant from Caltrans to develop a major investment and corridor study for State Route (SR) 113. The study will allow the STA to form a partnership with Caltrans, Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), County of Solano, County of Yolo, City of Dixon, and the City of Davis to study multi-jurisdictional transportation improvement and safety needs along the SR 113 corridor in Solano County from I-80 to SR 12, and the southern portion of Yolo County. The project will study five specific segments along the SR 113 corridor:

1. SR 113/ SR 12 Intersection
2. Sharp turns north of SR 113/ SR 12 Intersection
3. SR 113 through Downtown Dixon
4. SR 113/ I-80 Intersection
5. SR 113 Mainline Improvements

Discussion:

MTC and the STA were awarded a \$250,000 Partnership Planning Grant to complete the project with a required match of 20% (\$62,500). The staff of County of Solano and the City of Dixon previously agreed to assist with the local match requirement by providing \$20,833 each (1/3 of the local match shared cost per agency including the STA). STA staff is proposing to formally adopt an agreement with both agencies to commit to this amount at this time. The STA Board will also be requested to amend the FY 2006-07 Budget once the agreements with Caltrans and the local agencies are completed. If approved, STA's funding contribution for the local match would be allocated from the Transportation Development Act (TDA) fund currently budgeted for the STA's modeling effort. STA staff proposes to swap federal Surface Transportation Planning (STP) funds already budgeted for the SR 113 study with the TDA funds from the modeling effort to provide a non-federal fund source as required for a federal grant local match.

The total budget for the SR 113 Major Investment and Corridor Study is \$312,500, including the local match. STA staff will need to obtain a qualified engineering/planning consultant or consulting firms to assist in the completion of the study. STA staff proposes to distribute a Request for Proposals (RFP) to develop the study based on the attached scope of work (Attachment A).

The proposed budget, tasks, and preliminary schedule for the study are included in Attachment B; however, this is preliminary and will be further refined before the final scope and agreements are signed between the lead agencies and consultant. STA indicated in the grant application that our goal was to complete the study by July 2007; however, Caltrans indicated that they could provide additional time to complete the study if needed. Staff anticipates a formal start with the partnership in September 2006 and initiating the public input process in October 2006.

Fiscal Impact

It is recommended that the STA provide a local match of \$20,833 from Fiscal Year 2006-07 TDA funds as part of the mid-year STA Budget. The balance of the project cost will be provided through Caltrans Partnership Planning Grant (\$250,000), the City of Dixon (\$20,833) and Solano County (\$20,833).

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to:

1. Enter into agreement with the City of Dixon and the County of Solano to provide a local match of \$20,833 each for the State Route 113 Major Investment and Corridor Study.
2. Enter into a funding agreement with the Metropolitan Transportation Commission to secure the \$250,000 Partnership Planning grant.
3. Dedicate \$20,833 in FY 2006-07 Transportation Development Act (TDA) funds as local match for the study.
4. Approve the attached preliminary cope of work for the SR 113 Major Investment and Corridor Study
5. Distribute a Request for Proposals for the State Route 113 Major Investment and Corridor Study, select a consultant and enter into an agreement with a qualifying firm to conduct the SR 113 study.

Attachments:

- A. SR 113 Major Investment and Corridor Study Proposed Scope of Work
- B. SR 113 Major Investment and Corridor Study Budget Allocation, Task List, and Preliminary Schedule.

**STATE ROUTE 113 MAJOR INVESTMENT AND CORRIDOR STUDY
PRELIMINARY SCOPE OF WORK**

June 19, 2006

The SR 113 Major Investment and Corridor Study will include the following tasks as part of the preliminary scope of work:

Task 1- Budget

Confirm the project budget is adequate and provide safeguards to prevent any potential project cost overruns.

Proposed Subtasks:

- 1.1 Obtain consultant services not to exceed identified budget amount.
- 1.2 Develop a refined allocation of budget to the specific tasks as negotiated with consultant.
- 1.3 Require consultant to provide monthly expenditure reports and budget status updates as part of invoices submitted.

Task 2- Partnership

Create a SR 113 public/multi-government agency partnership to provide comments, recommendations, and consensus for improvements along project segment.

Proposed Subtasks:

- 2.1 Identify key contacts to participate on the SR 113 Improvement Partnership Committee from MTC, SACOG, Caltrans District 4 and 3, cities of Dixon and Davis Public Works and Planning Departments, Yolo County Transportation Department, Solano County Resource Management and Transportation Department, and Solano Transportation Authority, and public members appointed by potentially affected cities (Dixon and Davis) and county unincorporated area.
- 2.2 Identify partnership participants roles and how they are potentially affected by improvements to SR 113.
- 2.3 Schedule project development meetings with the partnership to provide input throughout the development of the study.
- 2.4 Provide regular updates to Partnership between project development meetings via e-mails, memorandums, and/or web based forum.

Task 3- Public Outreach

Provide opportunities for public input in the development of the SR 113 Major Investment and Corridor Study process.

Proposed Subtasks:

- 3.1 Develop database of names and addresses of interested public members for future public input meeting advertisements/mail outs (include economically disadvantaged and community based organization participants in mail outs)
- 3.2 Schedule and advertise a project kick off meeting to provide an initial opportunity for public comments in the City of Dixon and the unincorporated area of Solano County (Public Input Meeting #1).
- 3.3 Schedule and advertise a project status update meeting at a central location for interested public to provide feedback on project development (Public Input Meeting #2).
- 3.4 Schedule and advertise a meeting for public review of the draft planning document before document is finalized (Public Input Meeting #3) .
- 3.5 Ensure all press releases of public input meetings are distributed to all local newspaper publications in affected areas with project contact information for questions and comments.
- 3.6 Schedule a public hearing prior to any document approval for the SR 113 Major Investment and Corridor Study by the Solano Transportation Authority Board of Directors.
- 3.7 Ensure all SR 113 Major Investment and Corridor Study Partnership meetings are advertised in various media and open to the public.

Task 4- Planning- SR 113 Corridor Alignment and Improvements Evaluation

Determine what improvements are going to be needed to accommodate current and future traffic growth on Hwy 113.

Proposed Subtasks:

- 4.1 Conduct traffic counts at key locations (i.e. SR 12, I-80, downtown Dixon and Midway Road).
- 4.2 Survey existing traffic information (i.e. types of traffic- trucks vs autos; and determine origination/destination of traffic corridors based on the Solano Napa Travel Demand Model data, traffic counts, and other available data).
- 4.3 Survey available transit data and assess future transit service needs for SR 113.
- 4.4 Inventory currently planned land use and transportation projects along SR113 in proposed segment and in Yolo County (i.e. SHOPP projects, highway expansion projects, interchange or intersection improvements).
- 4.5 Gather accident information and determine high incident locations.
- 4.6 Identify alternative alignments to the existing SR 113 corridor.
- 4.7 Select a preferred short term and long term safety, operational, and transit improvement options for SR 113.
- 4.8 Determine potential environmental impacts of the alternative alignments and improvements.

Task 5- Funding Options

Determine potential funding sources for improvements to SR 113 with a primary focusing on the feasibility of constructing a toll lane on SR 113

Proposed Subtasks:

- 5.1 Forecast revenue generated by toll lane.
- 5.2 Conduct public opinion surveys of toll lane vs. traditional funding source options (i.e. ITIP, SHOPP, transportation sales tax, impact fees) at SR 113.
- 5.3 Research pros and cons of creating a toll lane (provide examples of projects with similar issues related to SR 113).
- 5.4 Determine what will need to happen in order to build a toll lane in terms of process (i.e. legislation, funding mechanisms, bonding, etc.).
- 5.5 Estimate the cost of constructing a toll lane.
- 5.6 Make a recommendation on whether or not to further pursue a toll lane funding option to fully fund and accelerate completion of the project.

Task 6- Deliverables

Create a planning deliverables that will be beneficial to the SR 113 Partnership

Proposed Subtasks:

- 6.1 SR 113 Major Investment and Corridor Study equivalent to a Major Investment Study that includes an implementation strategy identifying safety, operational, and transit improvements.
- 6.2 Preliminary costs and estimates for Caltrans, SACOG, MTC, STA and affected cities and unincorporated Solano County to plan accordingly and consider for future funding allocations and project prioritization.
- 6.3 A toll road benefit analysis report for SR 113 that can be used as a reference for similar toll road proposals or as a case study for the Solano County, San Francisco Bay Area, Sacramento and other counties and regions.
- 6.4 Contact guide for agencies affiliated with the SR 113 Corridor. The guide will include agency contact information as well as a brief description of their role in providing improvements to SR 113.
- 6.5 Concise traffic forecasts and other related information based on the Solano Napa Travel Demand Traffic Model.
- 6.6 A report with recommendations that identifies a preferred long range alignment of SR 113 from SR 12 to I-5.

Task 7- Implementation

Implement the study in a timely manner. Incorporate recommendations that can be included in regional and city planning programs (e.g. MTC's Regional Transportation Plan T-2030, Caltrans State Highway Operations and Protection Program list and corridor concepts update, STA's Comprehensive Transportation Plan's Arterial, Highways and Freeways Element, and STA's Congestion Management Program, Yolo County or

Sacramento Area Council of Governments Transportation Plan, and future general plan updates of Dixon, Davis, and the County of Solano).

Proposed Subtasks:

- 7.1 Distribute the Draft SR 113 Major Investment and Corridor Study to the Partnership to allow members to incorporate any additional recommendations identified in the study.
- 7.2 Prepare a recommended funding plan and strategy.
- 7.3 Identify next steps for the implementation of the study.

STATE ROUTE 113 MAJOR INVESTMENT AND CORRIDOR STUDY BUDGET ALLOCATION, TASK LIST, AND PRELIMINARY SCHEDULE

Project Title:		SR 113 Major Investment and Corridor Study														
Primary Tasks		Fiscal Year: 2006-07														
	Responsible Party	Cost Total	Grant (80%)	Local ¹ (20%)	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL
Task 1. Budget 1%	Caltrans/STA/MTC/ Consultant	\$3,125	\$2,500	\$625		X										
Task 2. Partnership 10%	Caltrans/MTC/STA/Solano County/ Yolo County/ City of Dixon/ City of Davis/SACOG	\$31,250	\$25,000	\$6,250			X	X	X	X	X		X			X
Task 3. Public Outreach 20%	Consultant/MTC/STA	\$62,500	\$50,000	\$12,500			X					X				
Task 4. Planning 39%	Consultant	\$121,875	\$97,500	\$24,375			X	X	X	X	X	X	X			
Task 5. Funding 20%	Consultant	\$62,500	\$50,000	\$12,500									X	X		
Task 6. Deliverables 5%	Consultant	\$15,613	\$12,490	\$3,123											X	X
Task 7. Implementation 5%	Caltrans/MTC/STA	\$15,612	\$12,490	\$3,122												X
TOTALS		\$312,500	\$250,000	\$62,500												

¹Local Match provided by contributions from Solano Transportation Authority, City of Dixon, and Solano County.

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DATE: June 16, 2006
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: North Connector Transportation for Livable Communities
(TLC) Concept Plan

Background:

In 2003, the Metropolitan Transportation Commission (MTC), STA and the Bay Area Congestion Management Agencies (CMA) Association developed an expanded MTC/CMA Transportation/Land Use Work Plan eventually called the "Transportation and Planning Use Solutions" (T-PLUS) program. Since FY 2004 MTC has been providing STA an annual amount of \$150,000 in federal transportation planning funds provide various planning, technical and public outreach efforts to encourage better transportation and land use co-ordination and provide information and assistance to Solano cities and the County to support development of Transportation for Livable Communities (TLC) projects, applications and grant submittals. Other activities identified in the STA's transportation/land use work plan included:

- Developing a Corridor Concept Plan for the I-80/I-680/SR 12 North Connector project;
- Updating the Jepson Parkway Corridor Concept Plan once the Draft Jepson Parkway EIR/S is completed;
 - Reviewing and provide suggested strategies on proposed new transportation-related projects of general plans, general plan amendments, vision plans, strategic plans, specific plans, transit-oriented developments and downtown revitalization/redevelopment plans (at the request of the local jurisdiction);
 - Providing countywide comments on regional projections for population, housing and jobs and integrate data into countywide travel demand model;
 - Developing a standardized, countywide Geographic Information System (GIS) transportation-land use database in co-ordination with the countywide travel demand model.

Each year the STA and the other Bay Area congestion management agencies agreed to assess the results and work products of the initial years of the work plan and update the TLC plan and program guidelines as needed for programming of later cycles of the TLC funds.

The Solano Transportation Authority (STA) also anticipates almost \$10 million in discretionary TLC-related funds to be available for Solano County's alternative modes projects over the next three (3) fiscal years. In March 2006, STA developed an alternative modes funding

strategy outlining how much funding could be available for each program detailed in the Alternative Modes Element of the Solano Comprehensive Transportation Plan 2030. These programs include the Transportation for Livable Communities (TLC) type projects, bicycle and pedestrian facilities, and ridesharing.

In 2000, the STA adopted the Jepson Parkway Concept Plan, developed by the STA, City of Fairfield, Suisun City, Vacaville and County of Solano to improve local traffic in the heart of Solano County to encourage linkages between transportation and land use. This was one of the very first TLC studies in the Bay Area and it provides a comprehensive, innovative and coordinated strategy to link land use and transportation to support use of alternative modes (i.e. transit, bicycling and pedestrians) and providing improved access to existing and future residential areas and emerging job centers.

In October 2004, the STA adopted the first Transportation for Livable Communities (TLC) Plan that identified 27 TLC - candidate projects. One of the projects was the proposed North Connector TLC Corridor that is located in the City of Fairfield and County of Solano and runs from Abernathy Road to SR 12 (West) - Jamison Canyon). The final alignment for the future North Connector Project has been determined, and the Final Environmental Impact Statement/Report (EIR/S) and detailed engineering plans are expected to be completed during 2006-07. Both the center segment (City of Fairfield) and the easterly segment (STA and County of Solano) have been fully funded and construction on those segments is expected to be underway by 2008. The western (County of Solano) segment is not yet funded and, therefore, no implementation schedule has yet been established.

Discussion:

The STA's TLC Plan proposes that a North Connector TLC-type study and enhancements be provided along the entire North Connector. Similar to the Jepson Parkway Concept Plan, STA staff proposes that a very use-friendly, multi-jurisdictional concept plan be developed with the following main elements:

- Overall design goals, policies and objectives to guide the long term development of the corridor;
- Proposed long range land uses adjacent to the corridor identified in the City of Fairfield and County of Solano general and specific plans;
- Bike, pedestrian path(s), treatments, connections and signage;
- Streetscaping elements such as gateway signs, street furniture, pedestrian lighting, etc.;
- Landscaping of various types along the entire corridor (i.e. more urban type plantings in the more urban areas, and more rural plants along the rural areas);
- Access concepts such as the location and timing of traffic signals and limiting additional access along the rural areas;
- Future transit routes, stops and services for local bus service as well as that proposed in the SR 12 Transit Corridor Study;
- Public input opportunities to obtain comments on the draft concept plan prior to adoption.

The consultant selected for this study would work closely with the STA, City of Fairfield, County of Solano and the North Connector design team to develop the concept plan during 2006-07. It is believed that the improvements and services recommended in the concept plan would be generally in addition to or supplementing the basic road infrastructure improvements currently in the environmental and design stages.

A preliminary scope of work to prepare the concept plan for this study is attached.

Fiscal Impact:

\$40,000 of TLC Program balance from the FY's 2005-06 STA Budget will be used to conduct this study. These federal funds are provided from MTC through the Transportation and Planning Use Solutions T-PLUS program.

Recommendation:

Authorize the Executive Director to issue a request for proposals to conduct the North Connector Transportation for Livable Communities (TLC) Concept Plan, select a consultant and enter into a consultant agreement as described in Attachment A at a cost not to exceed \$40,000 of TLC program funds.

Attachments:

- A. Proposed Scope of Work for North Connector Transportation for Livable Communities (TLC) Concept Plan.
- B. Proposed Schedule for the North Connector Study TLC Concept Plan

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Proposed Preliminary Scope of Work for the North Connector Study Transportation for Livable Communities (TLC) Concept Plan

Subject to input from the STA, City of Fairfield and County of Solano, conduct the following major tasks:

1. Finalize Scope of Work

Hold a scoping meeting with staff from STA, City of Fairfield and County Solano to refine and finalize the scope of work.

Deliverable: Hold scoping meeting.

2. Concept Plan Goals, Objectives and Policies

Develop proposed concept plan goals, objectives and policies

Deliverable: Proposed concept plan policies.

3. Graphics

Prepare graphics providing proposed design concepts, site plan, cross-sections, photo simulations, renderings and/or other details illustrating and proposed adjacent land uses and TLC concepts. Bus stops/shelters, bicycle, pedestrian facilities, access concepts, landscaping and gateway treatment need to be identified and incorporated into the concept plan.

Deliverable: Draft concept plan, site plan and illustrations.

4. Public Input

Based upon the alignment and environmental studies already underway, hold and facilitate a public input workshop to obtain input on the draft TLC design elements, transit, and alternative mode concepts proposed for this concept plan.

Deliverable: Hold and facilitate a public workshop.

5. Draft Plan

Prepare draft TLC Concept Plan (similar to the format used in the Jepson Parkway Concept Plan) and power point incorporating proposed policies, project description, TLC illustrations, TLC candidate projects and recommendations for review by the STA Board, the Technical Advisory Committee, City of Fairfield, and County of Solano.

Deliverable: Draft TLC Concept Plan

6. Final Plan

Based on comments received, prepare final North Connector TLC Concept Plan for review and approval by the STA Board.

7. Hard and electronic copy of all technical graphic and data files

The consultant shall provide STA with a complete hard copy and electronic copy of all graphics, text and technical data files of the all proposed concept plan deliverables.

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Proposed Schedule for the North Connector Study Transportation for Livable Communities (TLC) Concept Plan

<u>ACTIVITY</u>	<u>TARGET DATES</u>
Release request for proposals (RFP)	July 14, 2006
RFP submittal date	August 18, 2006
STA selects consultant	September 15, 2006
Contract commences	October 15, 2006
Finalize scope of work	October 31, 2006
Prepare goals, objectives, policies	November 15, 2006
Prepare draft concept plan graphics and illustrations	December 31, 2006
Hold public input meeting	January 31, 2007
Prepare Draft Plan	April 30, 2007
Prepare Final Plan	May 31, 2007

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DATE: June 12, 2006
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: Safe Routes to Schools (SR2S) Study Update, Recommended Steering Committee
Appointments and Goals

Background:

The STA's Safe Routes to School (SR2S) Program is intended to improve and enhance the safety of pedestrian and bicycle modes of student travel, by enhancing related infrastructure and programs, to provide safe passage to schools. Eligible projects will include capital improvement projects as well as education, enforcement and encouragement activities and programs such as developing safety and health awareness materials and education programs.

The STA has given presentations to four of seven city councils, six of the eight school boards, and the County Board of Supervisors since April 2006 (see Attachment A). A follow up letter will be sent asking for an appointment to their local SR2S Community Task Force, to participate in the next phase of the SR2S public input process (see Attachment B).

Discussion:

The SR2S Steering Committee, composed of a countywide representation of agencies who will be sponsoring SR2S projects implementing SR2S programs have met twice to discuss Goals and Objectives to guide the SR2S Study. At their June 13, 2006 meeting, the SR2S Steering Committee made a recommendation that the STA Board adopt the attached set of "SR2S Goals, Policy Actions, and Measurable Objectives" (see Attachment C). The committee also recommended the inclusion of two additional members, an Air Quality representative and a Public Health representative, to serve on the committee (see Attachment D).

Recommendation:

Forward a recommendation to the STA Board to:

1. Adopt the Safe Routes to School (SR2S) Goals, Policy Actions, and Measurable Objectives as recommended by the SR2S Steering Committee;
2. Appoint Jim Antone as the Air Quality representative and Robin Cox as the public health representative to the Safe Routes to School (SR2S) Steering Committee.

Attachments:

- A. SR2S Introductory Presentation Schedule
- B. SR2S Appointment Request Letter & Process Flowchart
- C. SR2S Goals, Policy Actions and Measurable Objectives
- D. Current and Proposed SR2S Steering Committee membership

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2006/2007 Solano Safe Routes to Schools Public Outreach Schedule (6-8-06)

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 County School Superintendents	
May			
2	Benicia, 7:00 pm		
3		Solano Community College, 7:00 pm	
9		Travis USD, 7:00 pm	
17		Vallejo USD, 5:00 pm	
18		Vacaville USD, 7:30 pm	
23	Vallejo, 7:00 pm		
23	County Board of Supervisors, 2:00 pm		
25		Fairfield/Suisun USD, 7:00 pm	
30			SR2S Steering Committee
June			
13	Vacaville, 7:00 pm		SR2S Steering Committee
15		Benicia USD, 7:00 pm	
20	Fairfield, 7:00 pm	River Delta USD 7:30	
22		Dixon USD, 7:00 pm	
27	Dixon, 7:00 pm		
28			TAC recommends SR2S Goals and Objectives to STA Board
July			
6	Rio Vista, 7:00 pm		
12			STA Board Adopts SR2S Goals and Objectives.
18	Suisun City, 7:00 pm		
June-August	City Councils Appoint SR2S Community Task Force members	School Districts Appoint SR2S Community Task Force members	SR2S Steering Committee revises public input process

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Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members: June 14, 2006

Benicia City Council / School Board members
Dixon Address
Fairfield

Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

**RE: Request for Appointment to Safe Routes to Schools (SR2S) Local
Community Task Force**

Dear City Council / School Board members,

The Solano Transportation Authority (STA) is at the beginning of an exciting Safe Routes to School (SR2S) public input process involving a wide variety of community representatives such as public works staff, school board representatives, police officers, bicycle and pedestrian advocates, firefighters, transit operators, public health staff, and air quality district staff.

At a council/school board meeting in recent months, the STA presented an introductory presentation describing the SR2S Program process. To collect local input at a grassroots level, the STA is helping to create SR2S Community Task Forces composed of about six local members: a public works representative, bicycle and pedestrian project representatives, an appointment from the school board, a public safety representative (Police or Fire), and an appointment from the city council. These task forces will be responsible for creating a local list of SR2S priority projects and programs for adoption by the city council and school board (see attachment for more details).

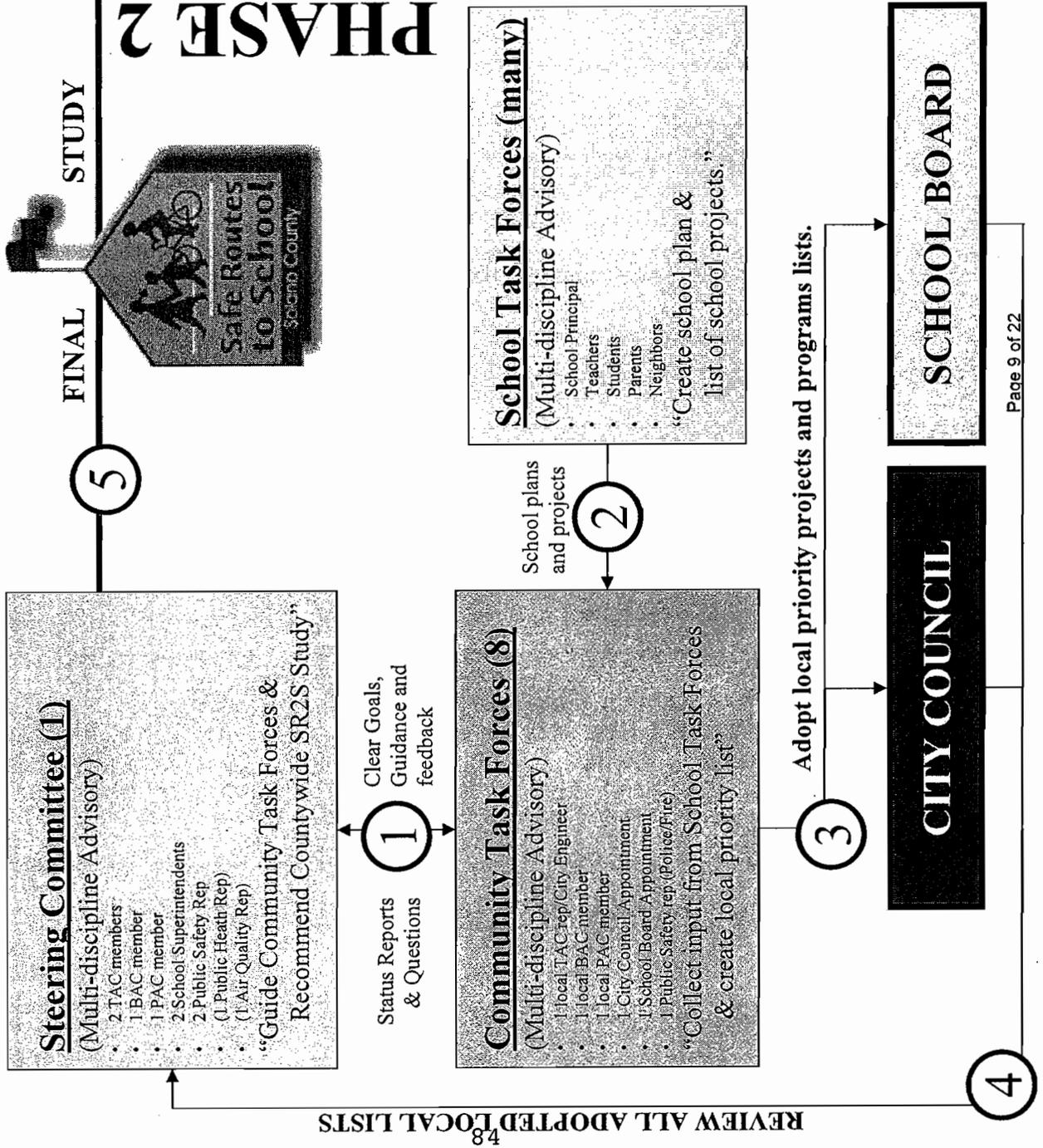
The STA is requesting that your council/board appoint a member to your local Community Task Force before September 2006. Members of existing local traffic or safety committees are excellent candidates. Those communities who complete the membership of their committees will be first in line to begin the SR2S process and qualify for identified funds.

Sincerely,

Daryl Halls, Executive Director
Solano Transportation Authority

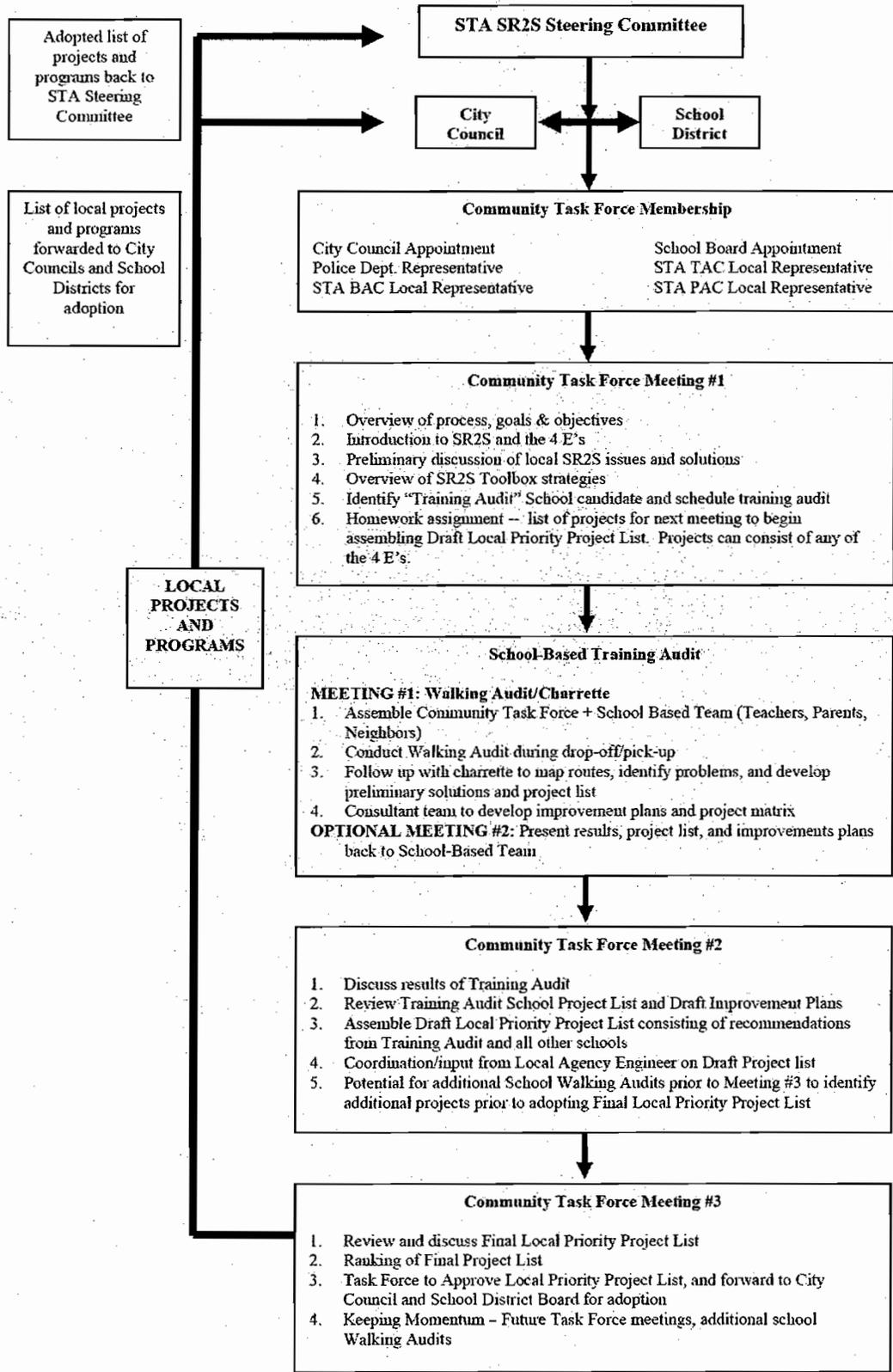
Attachments: SR2S Summary & SR2S Process Flowchart.

STA Safe Routes to School (SR2S) Flowchart



48 REVIEW ALL ADOPTED LOCAL LISTS

STA Safe Routes to School Program: Community Task Force Process



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Solano County Safe Routes to Schools (SR2S) Program Goals and Objectives:

- ❖ **Goals** define where you want to be.
- ❖ **Policy actions** define how you want to get there.
- ❖ **Measurable objectives/performance measures** show you if they are working.

GOALS:**1A Increase healthy and safe alternatives to driving alone/chauffeured trips to school.****1B Reduce number of drive alone/chauffeured trips and the number of student vs. vehicle accidents along routes to schools.***Goal 1A & 1B Policy Actions:*

- Identify, prioritize, implement, and review Education, Encouragement, Enforcement and Engineering (4Es) projects and programs countywide.

Measurable Objectives:

- ✓ *Safety and Security*
 - Decrease the number of severe accidents involving children along routes to school.
 - Decrease speed of vehicles along routes to school.
 - Decrease the number of criminal incidents involving students along routes to school.
- ✓ *Health & Air Quality*
 - Increase the number of children walking and bicycling to school.
 - Increase the fitness level of students as measured by the California Fitness Test.
 - Reach emission reduction goals (*to be established by Bay Area and Yolo Solano Air Quality Management Districts*) by measuring the reduction of vehicle miles traveled as a result of SR2S projects and programs.
- ✓ *Traffic Congestion*
 - Decrease the number of driving alone/chauffeured trips to school.
- ✓ *Evaluation*
 - Deliver annual performance reports for the SR2S Program to the STA Board.

2 Maximize interagency cooperation in all SR2S efforts.*Goal 2 Policy Actions:*

- Establish interagency cooperative working groups of agencies responsible for implementing SR2S 4Es projects and programs.

Measurable Objectives:

- ✓ *Committees & Reports*
 - Hold quarterly SR2S Steering Committees with status reports from SR2S Community Task Forces.
 - Produce quarterly status reports of SR2S Program for the STA Board.
- Strategically fund 4Es projects and programs through a coordinated effort with all implementing agencies.

Measurable Objectives:

- ✓ Review various funding sources to implement priority SR2S projects and programs.

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Safe Routes to School (SR2S) Steering Committee Membership:

The Safe Routes to School (SR2S) Steering Committee recommends clear goals and objectives for the SR2S Program, provides guidance to local community workgroups during the input process, and recommends the final SR2S Study to the STA Board.

Two (2) Technical Advisory Committee Members:

- Dan Schiada, City of Benicia Public Works Director
- Gary Leach, City of Vallejo Deputy Public Works Director

Two (2) Solano School Representatives:

- Dee Alacon, Solano County Superintendent of Schools
- John Aycock, Vacaville Unified School District Superintendent

One (1) Bicycle and One (1) Pedestrian Advisory Committee member:

- Glen Grant, Bicycle Advisory Committee Chair
- Eva Laevastu, Pedestrian Advisory Committee Chair

Two (2) Public Safety Representatives:

- Chief William Bowen, City of Rio Vista Police Department
- Captain Ken Davena, City of Benicia Police Department

Proposed members:

One (1) Solano County Public Health Representative:

- Robin Cox, Solano County Public Health

One (1) Air Quality Representative:

- Jim Antone, Yolo-Solano Air Quality Management District (YSAQMD)

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DATE: June 20, 2006
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – June 2006

Background:

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

Discussion:

A Legislative Matrix has been prepared (see Attachment A) listing the legislative bills that the STA staff is monitoring, including positions on bills already taken by the STA Board. The matrix gives a brief description of the bills, includes the latest information on their status, as well as lists the positions taken by other key agencies.

AB 2444 (Klehs) Congestion Management and Motor Vehicle Environmental Mitigation Fees was introduced February 23, 2006. If approved, this bill would authorize the congestion management agencies in the nine Bay Area counties to each impose, by a two-thirds vote of the respective government board, an annual fee up to \$5 on motor vehicles registered within those counties for congestion management. The bill would further authorize the Bay Area Air Quality Management District (BAAQMD) to impose an additional \$5 annual fee on motor vehicles registered with its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment. The California Regional Water Quality Control Board for the Bay Area and the BAAQMD would each have responsibility for one half of the revenues derived by this portion of the fee.

The most recent amendment (May 3, 2006) included a 5 percent cap for administrative expenses. Attachment C is an Analysis of AB 2444 by Howard Posner of the Assembly Transportation Committee. While bills such as this have been vetoed by the governor in the past, this legislation would help Solano County by providing an optional tool to address traffic congestion and environmental needs. A potential \$58.4 million net revenue would be available to the Bay Area if every agency imposed the maximum \$5 surcharge. This includes a net revenue of \$29.2 million generated by the traffic congestion management surcharge plus \$29.2 million generated by the environmental mitigation surcharge if BAAQMD imposes the maximum \$5 surcharge. Solano County's share is estimated to be \$3.8 million per year if both fees were implemented. \$1.9 million per year would be specifically for Congestion Management.

AB 2444 is in concurrence with the following points of the 2006 STA Legislative Platform:

I. Air Quality:

2. *Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.*

V. Funding:

16. *Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.*

There is some concern about whether it would be appropriate for the BAAQMD to adopt a resolution to generate a surcharge of which 50% would be allocated to water quality-related programs. For instance, it may be more appropriate to require adoption of a resolution by the San Francisco Bay Regional Water Quality Control Board for surcharge revenues to be used for water quality-related programs. This legislation is consistent with the STA's adopted legislative platform and staff recommends a position of support.

SCR 123 (Florez) Joint Legislative Committee on High-Speed Trains (Attachment D) was introduced June 8, 2006. If approved, this bill would establish the Joint Legislative Committee on High-Speed Trains through 2008 to hold public hearings, receive public comment and review the work of the California High-Speed Rail Authority and the plans for a high-speed train system in California. Since it has so recently been introduced, staff recommends watching this bill as it proceeds through the legislature.

AB 2538 (Wolk) Planning, Programming and Monitoring (PPM) bill was amended by the Assembly Appropriations Committee on May 26, 2006. The amended version basically removed the State Transportation Improvement Program (STIP)- based baseline PPM funding level, but left in the option for each regional transportation planning agency and county transportation commission to increase their share of PPM up to 5% (see Attachment E). The bill was then approved by the Assembly on May 31, 2006 by a vote of 60 to 18. An analysis of the amended bill by Howard Posner of the Assembly Transportation Committee is included as Attachment F.

The next step is for the bill to be considered by the State Senate. The Senate Transportation Committee hearing date for AB 2538 is scheduled for Tuesday, June 27, 2006. Staff is working with our consultant (Shaw/Yoder), co-sponsors and committee members to move the bill through the legislature.

Federal Update

The Solano Transportation Authority submitted requests for Federal Appropriations in March, 2006. The requests were for four local transportation projects:

- Vallejo Baylink Ferry Intermodal Center – \$4 million.
- Fairfield / Vacaville Intermodal Station – \$1.9 million.
- I-80 / I-680 / SR 12 Interchange Project – \$6 million (*received \$17.48 million in last year's SAFETEA-LU bill*).
- Travis AFB Access Improvements (Jepson Parkway) – \$3 million (*received \$3.2 million in last year's SAFETEA-LU bill*).

The Federal Fiscal Year 2007 Transportation Appropriations bill (HR 5576) was approved by the House Appropriations Committee, including funding for two Solano County transportation projects:

- Vallejo Baylink Ferry Intermodal Facility: \$1.75 million (*1 of 19 earmarks nationwide for Ferry & Ferry Facilities Account*)
- Fairfield Vacaville Intermodal Station: \$850,000 (*1 of 39 California earmarks totaling \$31 million for the state for Bus & Bus Facilities Account*)

Two other earmarks were designated for projects in Solano County through the Transportation and Community & Systems Preservation Program (TCSP):

- Highway 12 Safety at Rio Vista - \$250,000
- Highway 37 Ramps at Vallejo - \$200,000

The bill will now be forwarded to the Senate Transportation Committee. Action is expected to be taken in late June or after the July 4 legislative recess.

STA staff and federal legislative consultant Mike Miller (The Ferguson Group) are tracking this closely and will provide an update at the meeting next week.

Recommendation:

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

- AB 2444 (Klehs) - Watch
- SCR 123 (Florez) - Watch

Attachments:

- A. Legislative Matrix
- B. AB 2444 (Klehs) as amended 05-03-06
- C. AB 2444 (Klehs) Bill Analysis
- D. SCR 123 (Florez)
- E. AB 2538 (Wolk) as amended 05-26-06
- F. AB 2538 (Wolk) Bill Analysis

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Solano Transportation Authority Legislative Matrix June 20, 2006

State Legislation

State Legislation Bill/Author	Subject	Status of Bill		STA Position
		Others' Position		
AB 1407 (Lieber) Bridge Toll Cleanup: RM2 & Hybrid Vehicles in HOV Lanes 95	Modifies existing law related to management structure for Regional Rail Plan in Regional Measure 2 (RM2). Specifies that owner of a hybrid vehicle registered in the 90county Bay Area who seeks a vehicle identifier in order to use the HOV lanes leading to the state-owned toll bridges must maintain a FasTrak account in order to pay bridge tolls when using the HOV lanes without the required number of occupants. Authorizes MTC, in consultation with a project sponsor, to reprogram RM2 project savings to another project in the same bridge corridor. Also permits MTC to swap RM2 funds on a 1:1 basis for alternate funds for other projects that improve travel options in the bridge corridors.	Amended 6/5/06; Senate Appropriations Committee CSAC-Watch MTC-Support/Sponsor		
AB 1783 (Nunez) Infrastructure Bond Proposal	Provides legislative intent to enact the California Infrastructure, Improvement, Smart Growth, Economic Reinvestment, and Emergency Preparedness Financing Act of 2006 to provide for the financing of state and local government infrastructure through various funding sources, including bonds, fees, assessments, and other sources.	Introduced 1/4/06; In Assembly ABAG-Support LCC-Watch	Watch 03/08/06	
AB 2128 (Torrice) Employer Tax Credit: Commuter Benefits	Authorizes an employer until 2017 2018 to claim a tax credit against income taxes up to 60 percent for costs incurred to provide certain, defined commuter benefits to its employees. Restricts such tax credit to expenditures incurred for private-sector transit, defined as private transit motorized vehicles designed to carry 16 or more passengers. Provides that only employers who offer public transit subsidies as well as private transit subsidies may qualify for the tax credit, but that the credit shall only apply for transit benefits for private mass transit. <i>Requires that the owner of such motorized vehicle(s) register the vehicle(s) annually with the Department of Motor Vehicles</i> (Amended 5/3/06)	Assembly Revenue and Taxation Committee; failed passage 5/8/06		

State Legislation Bill/Author	Subject	Status of Bill		STA Position
		Others' Position		
AB 2444 (Kiehs) Vehicle Registration Fee: Congestion Management, Water and Air Quality	Authorizes the congestion management agencies in the 9 Bay Area counties to each impose, by a two-thirds vote of the respective government board, an annual fee up to \$5 on motor vehicles registered within those counties for congestion management. Further authorizes the Bay Area Air Quality Management District to impose an additional \$5 annual fee on motor vehicles registered with its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment. The California Regional Water Quality Control Board for the Bay Area and the Bay Area Air Quality Management District would each have responsibility for one half of the revenues derived by this portion of the fee. <i>Caps the amount that these districts may spend on administrative expenses at 5 percent.</i> (Amended 5/3/06)	Amended 5/3/06; Senate Transportation & Housing Committee Hearing 06/27/06 BAAQMD-Support		
AB 2538 (Wolk) Project Programming, Planning & Monitoring (PPM) Funds	Provides that each county may request up to 5 percent of its county share in the State Transportation Improvement Program (STIP) for the purpose of project planning, programming, and monitoring. Further specifies that in no event shall this maximum amount be less than would be the case if the annual STIP funding were \$1.26 billion. (Amended 5/26/06)	Amended 5/26/06 Senate Transportation & Housing Committee Hearing 06/27/06 MTC-Support		Support and co- sponsor 03/08/06
SB 44 (Kehoe) General Plan: Air Quality Element	Requires each local jurisdiction to adopt an air quality element as part of its general plan or amend its general plan to include data and analysis, comprehensive goals, policies and implementation strategies to improve air quality no later from one year from the date specified for the next revision of its housing element. Requires that the jurisdiction send a copy of the draft amendment to the appropriate air quality management district for review and comment. Specifies that implementation measures include only those measures over which the city or county has control and shall be balanced with other state and local policies.	Amended 5/17/05; Reconsideration granted; placed on inactive file on request of Assembly Member Frommer 6/20/06. ABAG-Watch BAAQMD-Support		Request comments from cities & counties 05/11/05

State Legislation Bill/Author	Subject	Status of Bill		STA Position
		Others' Position		
SB 1024 (Perata) Public Works & Improvements: Bond Measure	Enacts the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2006 to authorize an unspecified amount in state general obligation bonds on the June 2006 election for specified purposes, including the state transportation improvement program, passenger rail improvements, levee improvements, flood control, restoration of Proposition 42 transportation funds, port infrastructure and security projects, environmental enhancement projects, transit-oriented development, affordable housing, local bridge seismic retrofit, state-local partnership program, transit security and grade crossings subject to voter approval. (Amended 1/26/06)	Held in Assembly 1/31/06	Watch 05/11/05, 03/08/06	
		ABAG-Watch BAAQMD-Support MTC-Support		
SB 1165 (Dutton) Transportation Bond Acts of 2006, 2008 & 2012 67	Enacts the governor's proposal to issue general obligation bonds for various transportation purposes. Pledges a percentage of existing fuel excise taxes and truck weight fees to offset the general fund cost for bond debt service. Authorizes transportation entities to use a design-build process for contracting on transportation projects. (Introduced 1/10/06)	Suspended by Senate Transportation & Housing and Environmental Quality Committees 1/19/06	Watch 03/08/06	
		LCC-Watch		
SB 1266 (Perata) - Proposition 1B Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	This bill, subject to voter approval at the November 7, 2006, statewide general election, would enact the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety.	Enacted, Chapter 25, Statutes of 2006 5/16/06		

State Legislation Bill/Author	Subject	Status of Bill		STA Position
		Others' Position		
SB 1694 (Aanestad) Federal Funds: Allocation to Counties	Requires that counties receive \$30 million or 15 percent of the discretionary portion of the Equity Bonus for the federal-aid secondary road system. (Amended 4/19/06)	Senate Appropriations Committee 5/15/06 CSAC-Support MTC-Oppose		
SB 1812 (Runner) Caltrans' participation in a federal surface transportation project delivery pilot program	Authorizes the State of California Caltrans-Director to consent to the jurisdiction of the federal courts with regard to the responsibilities assumed pursuant to the surface transportation project delivery pilot program authorized in the Safe Accountable, Flexible Efficient Transportation Equity Act (SAFETEA). This program allows the Secretary of the U.S. Department of Transportation to permit up to 5 states, including California, to participate in a program whereby the state assumes responsibility for assuring compliance with certain federal environmental laws, including the National Environmental Policy Act. <i>Provides that the law shall expire in 2009 but that the state shall remain liable for any decisions made pursuant to the law prior to its repeal.</i> (Amended 5/2/06)	Senate Appropriations Committee 5/25/06 CSAC-Support LCC-Support		Support 05/10/06
SCA 7 (Torlakson) Proposition 42 Protection	Amended version removes proposed revisions to Proposition 42, restoring original language. <i>Modifies the suspension provision in Proposition 42 to provide that the transfer of gasoline sales tax revenues to transportation may only be suspended twice in a decade, and that such a suspension must be repaid within three years with interest. A second suspension may not be made until the first one is repaid.</i> (Amended 5/4/06)	Enacted, Chapter 49, Statutes of 2006		
SCR 123 (Florez) Joint Legislative Committee on High-Speed Trains	Would establish the Joint Legislative Committee on High-Speed Trains through 2008 to hold public hearings, receive public comment and review the work of the California High-Speed Rail Authority and the plans for a high-speed train system in California.	Senate Committee on Rules 06/08/06		

California Legislature
2005-06 Regular Session Calendar

<p>January 2006 (Second year of 2-year legislative session)</p> <p>1 Statutes take effect 3 Legislature reconvenes 5 Governor's State of the State Address 10 Budget must be submitted by Governor 27 Last day to submit bill requests to Office of Legislative Counsel</p>	<p>July 7 Summer Recess begins on adjournment, provided Budget Bill has been enacted</p>
<p>February 24 Last day to introduce bills</p>	<p>August 7 Legislature reconvenes 18 Last day for Fiscal Committees to meet and report Senate bills to the Floor 21 Floor session only through August 31 25 Last day to amend bills on the Floor 31 Final recess begins at end of this day's session</p>
<p>April 6 Spring Recess begins at the end of this day's session 17 Last day for policy committees to hear and report Fiscal Committees fiscal bills introduced in their house 28 Last day for policy committees to hear and report non-fiscal bills introduced in their house to Floor</p>	<p>September 9 Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in his possession on or after September 1</p>
<p>May 12 Last day for policy committees to meet and report non-fiscal bills introduced in their house to Floor 19 Last day for policy committees to meet prior to June 5 26 Last day for Fiscal Committees to hear and report to the Floor bills introduced in their house 26 Last day for Fiscal Committees to meet prior to June 5 30 Floor session only through June 5</p>	<p>October 2 Bills enacted on or before this date take effect on June 1, 2007</p>
<p>June 2 Last day for bills to be passed out of the house of origin 5 Committee meetings may resume 15 Budget Bill must be passed by midnight 29 Last day for a legislative measure to qualify for the general election (November 7) ballot 30 Last day for policy committees to meet and report bills</p>	<p>November 30 2005-06 session adjourns at midnight December 4 2007-08 Regular session convenes at midnight</p>

IMPORTANT DATES OCCURRING DURING FINAL CALIFORNIA LEGISLATURE RECESS

2006

Sep. 30 — Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in his possession on or after Sept. 1 (Art. IV, Sec. 10(b)(2)).

Oct. 2 — Bills enacted on or before this date take effect January 1, 2007 (Art. IV, Sec. 8(c)).

Nov. 7 — General Election.

Nov. 30 — Adjournment *sine die* at midnight (Art. IV, Sec. 3(a)).

Dec. 4 — 2007-08 Regular Session convenes for Organizational Session at 12 noon (Art. IV, Sec. 3(a)).

2007

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

(Dates based on usage and custom and SCR No. 1)

**109th United States Congress
2006 Session Calendar**

<p>January 16 Senate and House recess for Martin Luther King, Jr. Day 31 Senate and House convene 31 State of the Union Address</p>	<p>July 3-7 Independence Day District Work Period 11 Senate and House reconvene</p>
<p>February 20 Presidents' Day 20-24 Presidents' Day Recess</p>	<p>August 7-Sept 4 Summer District work period</p>
<p>March 20-24 House and Senate not in session</p>	<p>September 4 Labor Day 5 Senate and House reconvene</p>
<p>April 2 House and Senate reconvene 10-21 Spring District Work Period</p>	<p>October 6 Target Adjournment Date</p>
<p>May 29- June 2 Memorial Day Recess/District Work Period</p>	<p>November 7 Election Day 10 Veterans Day Holiday 23 Thanksgiving Holiday</p>
<p>June 5 Senate and House reconvene</p>	<p>December 16 Hanukkah 25 Christmas Holiday</p>

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AMENDED IN ASSEMBLY MAY 3, 2006
AMENDED IN ASSEMBLY APRIL 6, 2006

CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

ASSEMBLY BILL

No. 2444

Introduced by Assembly Member Klehs
(Coauthors: Assembly Members ~~Lieber and Nation~~ Chan, Coto,
Evans, Hancock, Leno, Lieber, Nation, Torrico, Wolk, and Yee)

February 23, 2006

An act to add Chapter 2.66 (commencing with Section 65089.20) and Chapter 2.67 (commencing with Section 65089.30) to Division 1 of Title 7 of the Government Code, and to add Sections 9250.3 and 9250.4 to the Vehicle Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2444, as amended, Klehs. Congestion management and motor vehicle environmental mitigation fees.

Existing law provides for the imposition by air districts and other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles.

This bill would authorize the congestion management agencies in the 9 Bay Area counties, by a $\frac{2}{3}$ vote of all of the members of the governing board, to impose an annual fee of up to \$5 on motor vehicles registered within those counties for a program for the management of traffic congestion. The bill would require a program with performance measures and a budget to be adopted before the fee may be imposed. The bill would require the agency to have an independent audit performed on the program and to submit a report to

the Legislature on the program by July 1, 2011. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the net revenues, after deduction of specified costs, to the agency. The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency to make a specified finding of fact in that regard by a $\frac{2}{3}$ vote.

This bill would also authorize the Bay Area Air Quality Management District, which is the air pollution control district for the 9-county Bay Area, to impose an annual fee of up to \$5 on motor vehicles registered with its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment, including, but not limited to, stormwater runoff mitigation projects, water quality improvement projects, and air quality improvement projects. The bill would require a program with performance measures and a budget to be adopted by the Bay Area Air Quality Management District and the California Regional Water Quality Control Board for the San Francisco Bay Region before the fee may be imposed, and would require the fee to be adopted by a $\frac{2}{3}$ vote of the governing board of the district. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and to distribute the net revenues, after deduction of specified costs, to the Bay Area Air Quality Management District and to the California Regional Water Quality Control Board for the San Francisco Bay Region based on a specified formula. The bill would require the recipient agencies to have an independent audit performed on the program and to submit a report to the Legislature on the program by July 1, 2011. The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the board to make a specified finding of fact in that regard by a $\frac{2}{3}$ vote.

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. Chapter 2.66 (commencing with Section
2 65089.20) is added to Division 1 of Title 7 of the Government
3 Code, to read:

1 (d) Not more than 5 percent of the fees distributed to the
2 county transportation agency shall be used by the agency for its
3 administrative costs associated with the program.

4 65089.22. Prior to the imposition of the fee by the county
5 transportation agency, a specific program with performance
6 measures and a budget shall first be developed and adopted by
7 the county transportation agency at a noticed public hearing.

8 65089.23. The county transportation agency shall have an
9 independent audit performed on the specific program adopted
10 pursuant to Section 65089.22 with the review and report
11 provided to the board at a noticed public hearing.

12 65089.24. The county transportation agency shall provide a
13 report to the Legislature on the specific program adopted
14 pursuant to Section 65089.22 by July 1, 2011.

15 SEC. 2. Chapter 2.67 (commencing with Section 65089.30) is
16 added to Division 1 of Title 7 of the Government Code, to read:

17

18 CHAPTER 2.67. ENVIRONMENTAL MITIGATION OF MOTOR
19 VEHICLES IN THE BAY AREA

20

21 65089.30. (a) As used in this chapter, "board" means the
22 governing body of the Bay Area Air Quality Management
23 District.

24 (b) The board may impose a fee of up to five dollars (\$5) on
25 motor vehicles registered within the counties in its jurisdiction if
26 the members of the board adopt a resolution providing for both
27 the fee and a corresponding program for the mitigation of the
28 impacts of motor vehicles on the environment submitted to the
29 board as set forth in Sections 65089.31 to 65089.34, inclusive.
30 Adoption by the board requires a vote of approval of two-thirds
31 of all the members of the board.

32 (c) A fee imposed pursuant to this section shall not become
33 operative until six months after the effective date of this section
34 and pursuant to the resolution adopted by the board in
35 subdivision (b).

36 (d) The board may adopt a resolution by majority vote to cease
37 collection of the fee commencing on a date determined by the
38 board in consultation with the Department of Motor Vehicles.

39 65089.31. (a) The net revenues available pursuant to Section
40 9250.4 of the Vehicle Code shall be distributed as follows:

1 (1) Fifty percent to the Bay Area Air Quality Management
2 District. Of these revenues, 75 percent shall be expended on
3 projects in the county of origin, as determined by the district, and
4 25 percent shall be expended on regional projects.

5 (2) Fifty percent to the California Regional Water Quality
6 Control Board for the San Francisco Bay Region. Of these
7 revenues, 75 percent shall be expended on projects in the county
8 of origin, as determined by the board, and 25 percent shall be
9 expended on regional projects.

10 (b) (1) The revenues may be used to pay for programs that
11 mitigate the impacts of motor vehicles on the environment,
12 including, but not limited to, stormwater runoff mitigation
13 projects, water quality improvement projects, and air quality
14 improvement projects, including those that address emissions
15 that contribute to climate change. The programs shall have a
16 relationship or benefit to the owners of motor vehicles that are
17 paying the fee.

18 (2) Prior to the imposition of the fee, the board shall make a
19 finding of fact by a two-thirds vote of all of the members of the
20 board that those programs bear a relationship or benefit to the
21 motor vehicles that will pay the fee.

22 (c) *Not more than 5 percent of the fees distributed to the Bay*
23 *Area Quality Management District or the California Regional*
24 *Water Quality Control Board for the San Francisco Bay Region*
25 *shall be used by those entities for their administrative costs*
26 *associated with the programs specified in this section.*

27 65089.32. Prior to the imposition of the fee by the board, a
28 specific program with performance measures and a budget shall
29 first be developed and adopted by the Bay Area Air Quality
30 Management District and the California Regional Water Quality
31 Control Board for the San Francisco Bay Region for the
32 anticipated revenues each agency is expected to receive pursuant
33 to Section 65089.31. The adoption shall occur at a noticed public
34 hearing of each agency. Each agency shall submit the program
35 and budget to the board.

36 65089.33. The Bay Area Air Quality Management District
37 and the California Regional Water Quality Control Board for the
38 San Francisco Bay Region shall have an independent audit
39 performed on the specific program adopted pursuant to Section

1 65089.32 with the review and report provided to each agency at a
2 noticed public hearing.

3 65089.34. The Bay Area Air Quality Management District
4 and the California Regional Water Quality Control Board for the
5 San Francisco Bay Region shall provide a report to the
6 Legislature on the specific program adopted pursuant to Section
7 65089.32 by July 1, 2011.

8 SEC. 3. Section 9250.3 is added to the Vehicle Code, to read:

9 9250.3. (a) The department shall, if requested by a county
10 transportation agency, collect the fee imposed pursuant to
11 Section 65089.20 of the Government Code upon the registration
12 or renewal of registration of any motor vehicle registered in the
13 county, except those vehicles that are expressly exempted under
14 this code from the payment of registration fees.

15 (b) A county transportation agency shall pay for the initial
16 setup and programming costs identified by the Department of
17 Motor Vehicles through a direct contract with the department.
18 Any direct contract payment by the county transportation agency
19 shall be repaid, with no restriction on the funds, to the county
20 transportation agency as part of the initial revenues distributed.
21 Regular Department of Motor Vehicles collection costs shall be
22 in accordance with subdivision (c). These costs shall not be
23 counted against the 5-percent administration cost limit specified
24 in subdivision (d) of Section 65089.21.

25 (c) After deducting all costs incurred pursuant to this section,
26 the department shall distribute the net revenues to the county
27 transportation agency.

28 (d) As used in this section, "county transportation agency" has
29 the same meaning as in subdivision (a) of Section 65089.20 of
30 the Government Code.

31 SEC. 4. Section 9250.4 is added to the Vehicle Code, to read:

32 9250.4. (a) The department shall, if requested by the
33 governing board of the Bay Area Air Quality Management
34 District, collect the fee imposed pursuant to Section 65089.30 of
35 the Government Code upon the registration or renewal of
36 registration of any motor vehicle registered in a county within the
37 jurisdiction of the board, except those vehicles that are expressly
38 exempted under this code from the payment of registration fees.

39 (b) The board shall pay for the initial setup and programming
40 costs identified by the Department of Motor Vehicles through a

1 direct contract with the department. Any direct contract payment
2 by the board shall be repaid, with no restriction on the funds, to
3 the board as part of the initial revenues available for distribution.
4 Regular Department of Motor Vehicles collection costs shall be
5 in accordance with subdivision (c). *These costs shall not be*
6 *counted against the 5 percent administration cost limit specified*
7 *in subdivision (c) of Section 65089.31.*
8 (c) After deducting all costs incurred pursuant to this section,
9 the department shall distribute the net revenues pursuant to
10 subdivision (a) of Section 65089.31 of the Government Code.

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BILL ANALYSIS

AB 2444

Page 1

ASSEMBLY THIRD READING
 AB 2444 (Klehs)
 As Amended May 3, 2006
 Majority vote

TRANSPORTATION 7-6 LOCAL GOVERNMENT 5-2

Ayes: Oropeza, Chan, Karnette, Pavley, Ridley-Thomas, Berg, Torrico	Ayes: Salinas, De La Torre, Lieber, Nation, Wolk
Nays: Huff, Bogh, Shirley Horton, Liu, Mountjoy, Niello	Nays: Emmerson, Houston

APPROPRIATIONS

(vote not available)

SUMMARY : Allows county transportation agencies to impose registration fee surcharges of up to \$5 per year to fund congestion management activities. Specifically, this bill :

- 1) Defines a "county transportation agency" as an agency that develops the transportation plan of a county within the nine-county Bay Area's Metropolitan Transportation Commission.
- 2) Allows a county transportation agency to impose a fee of up to \$5 on motor vehicles registered within its county if the board of the county transportation agency adopts, by a two-thirds vote, a resolution providing for both the fee and a corresponding program for the management of traffic congestion.
- 3) Prohibits such a fee imposed from becoming operative until six months after the effective date of this bill and pursuant to the resolution adopted by the agency's board.
- 4) Allows a county transportation agency to cease collection of the fee through adoption of a resolution by a majority vote.
- 5) Requires the net revenues from the fee to be used for purposes of congestion management.

- 6) Allows the revenues to be used to pay for programs with a relationship or benefit to the owners of motor vehicles that are paying the fee, including but not limited to roadway operations and improvements, transit capital improvements and operations, and bicycle and pedestrian projects and programs.
- 7) Requires the board of the county transportation agency, prior to imposing the fee, to make a finding of fact by two-thirds of its members that those programs bear a relationship or benefit to the motor vehicles that will pay the fee.
- 8) Limits to 5% of the fees, a county transportation agency's administrative costs associated with the program.
- 9) Requires a specific program with performance measures and a budget to be developed and adopted by the county transportation agency at a noticed public hearing prior to the imposition of the fee.
- 10) Requires each county transportation agency to have an independent audit performed on its program.
- 11) Requires each county transportation agency to provide a report to the Legislature on its adopted program by July 1, 2011.
- 12) Allows the Bay Area Air Quality Management District (BAAQMD), by a two-thirds vote of its board, to impose a fee of up to \$5 on motor vehicles registered within the counties in its jurisdiction if it adopts a resolution providing for both the fee and a corresponding program for the mitigation of the impacts of motor vehicles on the environment.
- 13) Prohibits the fee from becoming operative until six months after the effective date of this bill and pursuant to the resolution adopted by the BAAQMD.
- 14) Allows the BAAQMD to adopt a resolution by majority vote to cease collection of the fee.
- 15) Requires net revenues from the BAAQMD fee to be distributed as follows:
 - a) 50% to the BAAQMD, of which 75% must be expended on projects in the county of origin, and 25% on regional projects; and,

- b) 50% to the California Regional Water Quality Control Board for the San Francisco Bay Region (SF Water Board), of which 75% must be expended on projects in the county of origin and 25% on regional projects.
- 1) Allows BAAQMD revenues to be used to pay for programs that mitigate the impacts of motor vehicles on the environment, including, but not limited to, storm water runoff mitigation projects, water quality improvement projects, and air quality improvement and climate change projects.
 - 2) Requires BAAQMD programs to have a relationship or benefit to the owners of motor vehicles that are paying the fee.
 - 3) Requires BAAQMD, prior to imposing the fee, to make a finding of fact by a two-thirds vote of all of the BAAQMD board that those programs bear a relationship or benefit to the motor vehicles that will pay the fee.
 - 4) Requires BAAQMD and the SF Water Board, prior to the imposition of the BAAQMD fee, to develop and adopt, at a noticed public hearing, a specific program with performance measures and a budget for the anticipated revenues each agency is expected to receive.
 - 5) Requires BAAQMD and the SF Water Board to have an independent audit performed on their respective programs, with the review and report provided to each agency at a noticed public hearing.
 - 6) Requires BAAQMD and the SF Water Board to provide reports to the Legislature on their programs by July 1, 2011.
 - 7) Requires the Department of Motor Vehicles (DMV), if requested by a county transportation agency, to collect the fee upon the registration or renewal of registration of any motor vehicle registered in the county, except those vehicles that are expressly exempted by statute from the payment of registration fees.
 - 8) Requires a county transportation agency to pay for DMV's initial setup and programming costs through a direct contract with the department.
 - 9) Requires any direct contract payment by a county transportation agency to be repaid, with no restriction on the funds, to the agency as part of the initial revenues distributed.
 - 10) Requires regular DMV collection costs to not be counted against the 5% administration cost limit.

- 11) Requires DMV, after deducting all its costs, to distribute net fee revenues to the county transportation agency.
- 12) Requires DMV, if requested by BAAQMD, to collect the fee upon the registration or renewal of registration of any motor vehicle registered in a county within BAAQMD's jurisdiction, except those vehicles that are expressly exempted by statute from the payment of registration fees.
- 13) Requires BAAQMD to pay for DMV's initial setup and programming costs through a direct contract with DMV.
- 14) Requires any direct contract payment by BAAQMD to be repaid, with no restriction on the funds, to MTC as part of the initial revenues available for distribution.
- 15) Requires DMV, after deducting all its costs, to distribute the net revenues to BAAQMD.

EXISTING LAW : Authorizes DMV, if requested by specified entities, to levy fees for specified purposes upon a vehicle's original or renewal registration. Current fees generate funding for such purposes as protecting air quality, providing responses to freeway emergencies, prosecuting vehicle theft, and providing fingerprint identification for local law enforcement. Most of these programs are initiated at the request of individual counties.

FISCAL EFFECT : According to the Assembly Appropriations Committee analysis:

- 1) One-time costs of perhaps \$160,000 in fiscal year (FY) 2007-08, for DMV to make programming changes to accommodate the collection, processing and disbursement of revenue generated by the annual surcharges on vehicles registered in the 9 Bay Area counties. These initial costs are paid upfront by contract between DMV and each county (and/or BAAQMD) that implements the surcharge. There will be ongoing costs, about \$400,000 annually starting in FY 2008-09, for DMV to impose, collect, process and disburse revenue generated by the surcharges. These costs will vary depending on how many of the nine Bay Area counties adopt the traffic congestion management surcharge but, in any event, these costs will be covered by a portion of surcharge revenue that DMV is allowed to retain for this purpose.

2) Net revenue, in the range of \$29.2 million annually starting in a future year, generated by the traffic congestion management surcharge if all 9 counties impose the maximum \$5 surcharge on vehicles registered in those counties. Net revenue, in the range of \$29.2 million annually starting in a future year, will be generated by the environmental mitigation surcharge if BAAQMD imposes the maximum \$5 surcharge on vehicles registered in the counties in the district's jurisdiction. (BAAQMD's jurisdiction includes all of the area in seven of the 9 Bay Area counties, and the southern portions of the Counties of Sonoma and Solano. This bill allows the environmental mitigation surcharge to be imposed on the annual registration of vehicles located in the northern parts of Sonoma and Solano, even though the owners of those vehicles do not reside within the district's jurisdiction.)

COMMENTS : According to the author, AB 2444 is a followup to his AB 1623, which was vetoed by the Governor last year. (AB 1623 would have authorized the designated county transportation agencies in Alameda, Contra Costa, Marin, and Napa Counties to impose a \$5 on motor vehicles registered within their respective jurisdictions for a program to manage traffic congestion and mitigate the environmental impacts of motor vehicles within those counties. The Governor vetoed that bill, stating, "I do not believe these fees should continue to be added without the approval from the people upon whom the fee is imposed.")

The author contends that the state is facing a transportation funding crisis while the Bay Area is facing a pollution crisis resulting from the operation of motor vehicles. He cites historical diversions of billions of dollars in Proposition 42 revenues from transportation programs earlier in the decade as having delayed transportation projects and notes the deleterious effects of motor oil, vehicle exhaust and tire and brake residue on air and water quality in the Bay Area. This bill attempts to tackle these problems by providing the subject counties "an optional tool to begin addressing traffic congestion and the environmental needs of the Bay Area."

The Marin County Board of Supervisors, writing in support of this bill, contends that it addresses "what is fast becoming a transportation crisis throughout the State and in Marin County." They point out that the bill requires, in the Bay Area, a two-thirds vote of BAAQMD board members and that its implementation "would also provide self-help counties like Marin greater opportunities to compete for regional, State, and Federal grants by providing additional matching funds."

The California Motor Car Dealers Association notes that when vehicle owners pay their \$31 annual registration fee, they may (depending on their county) also be subject to fees for air quality districts, the California Highway Patrol, abandoned

vehicle abatement, freeway call boxes, theft deterrence, and fingerprint identification. Additionally, newer vehicles that are exempt from Smog Check must pay a \$12 smog abatement fee in exchange for that privilege. Terming these as "hidden fees," the Association contends that motorists are already overburdened and should not be subject to yet another fee without a popular vote within each affected county.

The Stop Hidden Taxes Coalition, comprised of over 60 statewide groups, regional organizations and private businesses, deems this bill's proposed fee to be a tax increase and believes it should be subject to a two-thirds legislative vote.

Legislative History: This bill is similar to AB 104 (Nation) that was vetoed by Governor Davis in 2001 and AB 204 (Nation) that died in the Senate Transportation Committee in 2004. Both of those bills applied only to the nine Bay Area counties.

SB 658 (Kuehl) of 2005, would have authorized a \$6 vehicle registration fee in coastal and Bay Area counties in order to fund specified environmental mitigation projects. SB 680 (Simitian), 2005 would have authorized the Santa Clara Valley Transportation Authority to adopt a \$5 vehicle registration fee for up to eight years to finance traffic and transportation improvements in that county. AB 1208 (Yee) of 2005, would have authorized the San Francisco Board of Supervisors to impose a \$5 vehicle registration fee in order to fund street improvements. All three of these bills were vetoed by Governor Schwarzenegger, using roughly the same veto message as was offered for AB 1623.

Analysis Prepared by : Howard Posner / TRANS. / (916) 319-2093

FN: 0014775

Senate Concurrent Resolution**No. 123**

Introduced by Senator Florez
 (Principal coauthor: Assembly Member Maze)
**(Coauthors: Senators Alquist, Denham, Ducheny, Figueroa,
 Margett, Migden, Murray, Runner, and Torlakson)**
 (Coauthors: Assembly Members Arambula, Karnette, Leno,
 Matthews, Parra, Pavley, Ruskin, and Torrico)

June 8, 2006

Senate Concurrent Resolution No. 123—Relative to the Joint Legislative Committee on High-Speed Trains.

LEGISLATIVE COUNSEL'S DIGEST

SCR 123, as introduced, Florez. Joint Legislative Committee on High-Speed Trains.

This measure would establish, until December 31, 2008, the Joint Legislative Committee on High-Speed Trains, which would be composed of 5 Members of the Senate and 5 Members of the Assembly, as specified, to hold public hearings to receive public comment and review the work of the High-Speed Rail Authority and the plans for a high-speed train system in California. The measure would prescribe the powers and duties of the committee and would authorize the Senate Committee on Rules and the Assembly Committee on Rules to make money available to the Joint Legislative Committee on High-Speed Trains from the Senate and Assembly Operating Funds, as specified.

Fiscal committee: no.

1 WHEREAS, California, over several decades, has built an
 2 extensive network of freeways and airports, significantly
 3 expanded local and regional public transportation systems,

1 greatly increased the number and frequency of commuter and
2 intercity rail services, and promoted the development and use of
3 alternative transportations modes, including bicycle, pedestrian,
4 and water transit facilities, to meet the state's growing
5 transportation needs; and

6 WHEREAS, These notable and sustained efforts are still not
7 adequate to meet all the mobility needs of the state's current or
8 future population; and

9 WHEREAS, Californians will face a massive transportation
10 challenge by the year 2020 to accommodate another 11 million
11 people and up to an additional 98 million intercity and
12 region-to-region trips, resulting in more traffic congestion,
13 reduced safety, more air pollution, longer travel times, and less
14 reliability and predictability in intercity travel; and

15 WHEREAS, The cost of expanding the current network of
16 highways and airports fully to meet the current and future
17 transportation needs may be prohibitive and is not feasible in
18 some regions; and

19 WHEREAS, California faces significant challenges in meeting
20 increasingly stringent air quality standards and moderating or
21 reducing its growing energy demand; and

22 WHEREAS, The Legislature and Governor in 1993
23 established the High Speed Rail Commission to determine the
24 feasibility of a high-speed train system in California, which
25 determined that such a system is technically, environmentally,
26 and economically feasible; and

27 WHEREAS, The Legislature and the Governor subsequently
28 created the High-Speed Rail Authority to build a high-speed train
29 system, after first preparing a business plan and completing all
30 required planning, environmental impact, engineering, and other
31 prefatory work, and the authority completed the business plan in
32 2000 and certified the Final Program Environmental Impact
33 Report/Environmental Impact Statement (EIR/EIS) in 2005; and

34 WHEREAS, The EIR/EIS concluded, among other things, that
35 the high-speed train system would help meet the need for
36 intercity travel into the future and could carry up to 68 million
37 passengers a year by 2020, would increase connectivity and
38 accessibility to existing transit stations and airports, would
39 improve travel options in parts of the state with limited bus, rail,
40 and air transportation, would be safer and more reliable than

1 highways or air travel and reduce congestion on highways and
2 for air travel, would reduce door-to-door travel times, and would
3 reduce total travel times for all transportation modes by diverting
4 traffic to high-speed trains; and

5 WHEREAS, The EIR/EIS found that the project would have
6 significant environmental benefits, including decreased energy
7 consumption and improved air quality, would use less land than
8 needed to expand highways and airports, would have fewer
9 impacts overall on sensitive habitats and water resources, and
10 would provide opportunities to plan for transit-oriented growth to
11 meet future demands; and

12 WHEREAS, The alternative of expanding the existing
13 highway and air travel systems to transport the same 68 million
14 passengers would cost over \$82 billion (based on the valuation of
15 the dollar in 2003). This would be more than twice the cost of a
16 high-speed train alternative, would be less safe and reliable,
17 would increase energy use and petroleum dependency, would
18 increase suburban sprawl, and would have significant negative
19 impacts on water and air quality, on land uses and cultural
20 resources, and wetlands and biological resources; and

21 WHEREAS, There now is a considerable likelihood that the
22 scheduled vote on the Safe, Reliable High-Speed Passenger Train
23 Bond Act for the 21st Century will be postponed until the
24 November 4, 2008, statewide general election in recognition of a
25 logjam of other state infrastructure bond measures on the
26 November 7, 2006, ballot; and

27 WHEREAS, There is an opportunity to establish a joint
28 legislative committee to further refine and develop the
29 high-speed train project in the time leading up to the November
30 4, 2008, statewide general election, including the amount and
31 timetable for financing the engineering and construction of the
32 project and the staging of the project; now, therefore, be it

33 *Resolved by the Senate of the State of California, the Assembly*
34 *thereof concurring*, That the Joint Legislative Committee on
35 High-Speed Trains, composed of five Members of the Senate to
36 be appointed by the Senate Committee on Rules and five
37 Members of the Assembly to be appointed by the Speaker of the
38 Assembly, is hereby established; and be it further

39 *Resolved*, That the joint legislative committee shall be under
40 the direction of a Senate Chair and an Assembly Vice Chair,

1 appointed by the Senate Committee on Rules and the Speaker of
2 the Assembly, respectively; and be it further

3 *Resolved*, That the joint legislative committee shall hold public
4 hearings to receive public comment and review the work of the
5 High-Speed Rail Authority and plans for development of the
6 project, and shall coordinate activities related to the high-speed
7 train project with the Legislature; and be it further

8 *Resolved*, That the joint legislative committee shall
9 recommend necessary legislation for the effective and efficient
10 advancement of the high-speed train project to the Legislature,
11 and shall develop and recommend to the Legislature appropriate
12 levels of funding and sources of funds to be utilized for the
13 project; and be it further

14 *Resolved*, That the joint legislative committee and its members
15 shall have and exercise all of the rights, duties, and powers
16 conferred upon investigating committees and their members by
17 the Joint Rules of the Senate and Assembly, as they are adopted
18 and amended from time to time, which provisions are
19 incorporated herein and made applicable to this committee and
20 its members; and be it further

21 *Resolved*, That the Senate Committee on Rules may make
22 money available from the Senate Operating Fund, as it deems
23 necessary, to share expenses of the joint legislative committee
24 and its members. Any expenditure of money shall be made in
25 compliance with policies set forth by the Senate Committee on
26 Rules and shall be subject to the approval of the Senate
27 Committee on Rules; and be it further

28 *Resolved*, That the Assembly Committee on Rules may make
29 money available from the Assembly Operating Fund, as it deems
30 necessary, to share expenses of the joint legislative committee
31 and its members. Any expenditure of money shall be made in
32 compliance with policies set forth by the Assembly Committee
33 on Rules and shall be subject to the approval of the Assembly
34 Committee on Rules; and be it further

35 *Resolved*, That the joint legislative committee continue in
36 existence until December 31, 2008.

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AMENDED IN ASSEMBLY MAY 26, 2006

AMENDED IN ASSEMBLY APRIL 26, 2006

CALIFORNIA LEGISLATURE—2005—06 REGULAR SESSION

ASSEMBLY BILL

No. 2538

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 amended, 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~~ *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 share." 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 has been created pursuant to Chapter 2
11 (commencing with Section 130050) of Division 12 of the Public
12 Utilities Code, that commission shall adopt and submit the
13 county transportation improvement program, in conformance
14 with Sections 130303 and 130304 of that code, to the
15 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" includes
21 a transportation authority created pursuant to Chapter 2
22 (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 the county share under

1 paragraph (2) of subdivision (a) of Section 164 of the Streets and
2 Highways Code. The regional programs shall be limited to
3 projects to be funded in whole or in part with the county share
4 that shall include all projects to receive allocations by the
5 commission during the following five fiscal years. For each
6 project, the total expenditure for each project component and the
7 total amount of commission allocation and the year of allocation
8 shall be stated. The total cost of projects to be funded with the
9 county share shall not exceed the amount specified in the fund
10 estimate made by the commission pursuant to Section 14525.

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

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

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

38 (f) The regional transportation improvement program may not
39 change the project delivery milestone date of any project as
40 shown in the prior adopted state transportation improvement

1 program without the consent of the department or other agency
2 responsible for the project's delivery.

3 (g) Projects may not be included in the regional transportation
4 improvement program without a complete project study report or,
5 for a project that is not on a state highway, a project study report
6 equivalent or major investment study.

7 (h) Each transportation planning agency and county
8 transportation commission may request and receive an amount
9 not to exceed 5 percent of its county share for the purposes of
10 project planning, programming, and monitoring. ~~In no case shall
11 these amounts be less than the respective percentage requested of
12 the county share for a state transportation improvement program
13 of one billion two hundred fifty million dollars (\$1,250,000,000)
14 per year.~~

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BILL ANALYSIS

AB 2538

Page 1

ASSEMBLY THIRD READING
 AB 2538 (Wolk)
 As Amended May 26, 2006
 Majority vote

TRANSPORTATION

11-2

APPROPRIATIONS

(vote not available)

Ayes:	Oropeza, Huff, Chan, Shirley Horton, Karnette, Liu, Niello, Pavley, Ridley-Thomas, Salinas, Torrico		
Nays:	Bogh, Mountjoy		

SUMMARY : Increases the maximum proportion of project funding that regional agencies may expend on planning activities. Specifically, this bill :

- 1) Allows all regional transportation planning agencies (RTPAs) and county transportation commissions (CTCs) to request and receive an amount not to exceed 5% of their county shares for the purposes of project planning, programming, and monitoring (PPM).
- 2) Repeals similar provisions that currently apply only to RTPAs and CTCs that do not receive federal metropolitan planning funds.

EXISTING LAW :

- 1) Requires the California Transportation Commission (Commission) to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program (STIP) process, consistent with estimated available funding.
- 2) Requires regional improvement projects nominated by regional agencies to be programmed by the Commission pursuant to certain formulas, known as the north-south split and county shares.

- 3) Allows RTPAs and CTCs to request and receive an amount not to exceed 1% of their regional improvement fund expenditures for PPM purposes.
- 4) Allows RTPAs and CTCs that do not receive federal metropolitan planning funds to request and receive an amount not to exceed 5% of their regional improvement fund expenditures for PPM.

FISCAL EFFECT : According to the Assembly Appropriations Committee analysis, there will be a potentially significant reallocation of regional transportation improvement program (RTIP) funds, starting in fiscal year 2006-07, by local transportation agencies from actual transportation construction to PP&M by increasing the PP&M percentage to 5% of RTIP funds.

COMMENTS : Existing law establishes county shares for the programming of projects from the Regional Transportation Improvement Program (RTIP) portion of the STIP. Under state programming law, the agencies that plan and program projects for RTIPs may request and receive a portion of their county shares for PPM purposes. For agencies receiving federal metropolitan planning funds, the limit is 1% of the county share. For others, it is 5% of the county share. The author points out that, as a result of project programming decisions having been shifted to regional agencies in the late 1990's, these agencies have a much larger responsibility for PPM functions than they did in the past. She contends that the 1% limitation compromises the ability of regional agencies to perform those functions.

According to the Orange County Transportation Authority (OCTA), sponsor of this bill, wide fluctuations in funding for transportation capital projects have contributed to similar fluctuations in funding for PPM activities performed by regional agencies. Yet critical PPM activities continue regardless of the size of the capital program at any given point in time. Capping the funding for PPM at 1% of the capital program can result in fewer projects being put into the pipeline for such times as when ample amounts of construction funding do become available.

OCTA cites the example of the 2002 STIP, under which it received \$3.5 million per year for PPM activities and the 2004 STIP, where the PPM allocation was reduced to \$1.9 million per year. This reduction impacted OCTA's ability to conduct its I-5 South Major Investment Study, Central Orange County Corridor Study, Long Range Transportation Plan, and Congestion Mitigation Plan.

Analysis Prepared by : Howard Posner / TRANS. / (916) 319-2093

FN: 0014879



DATE: June 20, 2006
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: Agenda Topics for Solano Transportation Authority (STA) Board
Workshop of July 12, 2006

Background:

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In May 2006, the STA Board approved the Overall Work Program (OWP) for FY 2006/07 and 2007/08. At the Board meeting of June 14, 2006, staff presented and the STA Board adopted a list of six topics for discussion at a STA Board workshop to be held July 12, 2006.

Discussion:

The STA's updated OWP includes a list of 42 specific priority projects and programs (see attachment A). Several of these programs are new initiatives that will require the following: 1) Detailed analysis of the issue; 2) Development of implementation alternatives, specifics, and pros and cons for each alternative; 3) Initiation and implementation of an extensive public education, outreach and input effort; and 4) The development of consensus, collaboration and support for implementation for each of these specific programs among the Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano.

The key topics for discussion include the following:

1. The Future of Our Highway Corridors
 - A. Development of Highway Corridor Operational Policies
 - B. Development of STA Policy for Funding Reliever Routes and Regionally Significant Interchanges
 - C. Funding and Implementation of Highway Improvements – 2006-2010
2. The Future of Transit Service
 - A. Intercity Transit Funding and Service
 - B. Intercity Paratransit and Transit Service for Seniors
 - C. Near Term Funding of Critical Transit Hubs
 - D. Transit Consolidation Study
3. Five Steps to Improved Travel Safety
 - A. Local Intersections with High Accident Rates
 - B. Safe Routes to Schools Program
 - C. Safe Routes to Transit
 - D. Railroad Overcrossings
 - E. Key Bottlenecks Affecting Emergency Response Personnel

4. Implementation of Transportation for Livable Communities at the Community Level
5. Review and Update of Project Funding Priorities Following the Failure of Measure H
6. Enhancement of STA's Efforts to Inform, Engage, and Involve the Public Regarding Transportation Issues, Plans, and Projects

Based on discussions with STA Chair Len Augustine and the STA Board's Executive Committee and the recognition that the successful implementation of several of these new efforts will require early participation, support by the STA's member agencies and the public, and a significant commitment of STA time and resources, the STA Board has scheduled a Board workshop for the July 12, 2006 meeting. Both STA Board Members and their Board Alternates will be invited to attend and participate. Interested members of the STA Technical Advisory Committee (TAC), Transit Consortium, STA advisory committees and the public will also be invited to attend.

A copy of the draft meeting agenda is attached. At the TAC meeting, staff will provide a summary of the proposed agenda topics that will be presented to the Board on July 12, 2006.

Recommendation:
Informational.

Attachments:

- A. STA's Adopted Overall Work Program (Priority Projects) for FY 2006-07 and FY 2007-08.
- B. Draft Agenda for STA Board Workshop scheduled for Wednesday, July 12, 2006, at 6:00 p.m.



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2005-06 / FY 2006-07 / FY 2007-08
 Last Updated: 6/7/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
1.	<u>I-80/680/SR 12 Interchange</u> A. Interchange EIR/EIS B. Cordelia Truck Scales Design C. Breakout Logical Components Status: Environmental studies are underway. Anticipate Public Meeting in Summer 2006. Estimated Completion Date (ECD) Environmental Document 2009	STA	TCRP \$100M RM2 \$12M TCRP \$17.4M Fed Demo \$16.4M STIP Current Shortfall in funding \$702M to \$1B	X	X	X	\$8.1M for EIR/EIS \$0.885 to 1.2B (Capital Cost)	Projects Janet Adams
2.	<u>North Connector</u> Status: Environmental Document to be completed Winter 2006-07. STA proceeding with Designer procurement. Coop w/ City of Fairfield, and County is being developed. ECD Environmental Document: Winter 2006-07 ECD Design: Summer 2007	STA	TCRP (environmental) \$ 21.3M RM2 (STA/County) East Section \$ 28.9M (City of Fairfield) Central Section (including Segment 3 which is funded by RM2) \$31.4M (TBD) West Section	X	X	X	\$2.7M EIR/EA \$81.6M (Capital Cost)	Projects Janet Adams
3.	<u>SR 12 West-Truck Climbing Lane Project (Phase I)</u> Status: The project is in the 2004 SHOPP and is currently in design. Construction is scheduled has shifted to FY 2007-08 according to adopted 2006 SHOPP. ECD Construction: 2009	Caltrans	SHOPP	X	X	X	\$7.4M	Projects Nick Endrawos - PM (Caltrans)



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2005-06 / FY 2006-07 / FY 2007-08
 Last Updated: 6/7/2006

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
4. I-80 HOV Projects A. Red Top to Air Base Parkway - This HOV Lane is included as part of the I-80/I-680/SR 12 Interchange Project. Construction is programmed with RM2 funds. ECD Environmental Document: 2007 B. WB I-80 Carquinez Bridge to SR 29 - This project has a PSR expected to be completed by Caltrans early 2006, funding to be pursued from RM2 project on I-80 in Contra Costa County. C. I-80 HOV/Turner Parkway Overcrossing. STA Lead for PSR. RFP for consultant initiated. D. Air Base Parkway to I-505 - This project is Long-Term project #25 and is currently unfunded. STA has placed the project PSR on the priority list, pending funding for PSR.	STA	TCRP (environmental) RM2 (Capital Cost)	X	X	X	\$78M (Capital Cost) \$20M \$111M (Capital Cost)	Projects Janet Adams



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
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 Last Updated: 6/7/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD START
5.	Jepson Parkway Project A. EIS/EIR on-going Status: STA is completing the Draft Envir Document, going through consultation w/ Resource Agencies and updating Funding Plan. B. Leisure Town Interchange - (Underway -to be completed Summer 2006) C. Walters Rd./East Tabor to Air Base Parkway D. Vanden Road Widening E. Walters Road Extension	STA Vacaville City of Fairfield County City of Fairfield	STIP Fed Demo Local STIP	X	X	X	\$144 M	Projects Janet Adams
6.	Travis Air Force Base Access Improvement Plan (North & South Gates) Status: STA lead working with County, City of Fairfield/Suisun City, and Travis AFB to develop Implementation Plan.	STA County County	County Federal Earmark	X	X			Projects Janet Adams
7.	L-80 Red Top Slide Project Status: North side completed February 2005. South side \$6.5M, construction expected to begin mid 2006. ECD: 2007	Caltrans	SHOPP	X	X		\$10M North side \$6.5M South side	Projects Janet Adams Caltrans



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
8.	<p>Project Study Reports (PSR's)</p> <p>A. SR 12 at Church Road Status: STA lead, RFP 2006</p> <p>B. I-80 HOV Lanes/Turner OC Status: STA lead, RFP 2006</p> <p>STA Lead, Coop to be developed City/County/STA</p> <p>C. I-80 EB Aux Lanes Travis Blvd. to Air Base Pkwy Status: Caltrans to be lead.</p> <p>D. I-80 HOV Lane Air Base to I-505 Status: STA to be lead, pending funding</p>	STA	<p>STA PSR Funds County - Fed Earmark</p> <p>Unfunded</p> <p>Unfunded</p>	X	X	X		Projects Janet Adams
9.	<p>Develop Corridor Management Policy(s) This includes, but is not limited to ITS Ramp Metering, HOV Definition, and Visual Features (landscaping and aesthetic features)</p>	STA	N/A	X			N/A	Projects Janet Adams
10.	<p>Benicia-Martinez Bridge Project</p> <p>Status: New Bridge to open end 2007 ECD: 2007</p>	Caltrans	RM1 RM2	X	X	X	\$1.2B	Projects Janet Adams Mo Pazooki (Caltrans)
11.	<p>Hwy 12 Jameson Canyon</p> <p>Status: Coop: Caltrans has the current lead on the EIR/EIS Document. STA is initiating formal partnership between Caltrans and Napa County to move forward as the lead agency in completing this project.</p> <p>ECD: Pending Review with Caltrans and CTC approval for funding.</p>	Caltrans	TCRP (environmental) RTIP ITIP Fed Earmark	X	X		\$112M	Projects Janet Adams Nick Endrawos (Caltrans)

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
12.	Highway 12 SHOPP Projects A. Construction of SR 12 Median Barrier B. Fairfield and Suisun City (Chadbourne Rd to 1KM West of Union Creek) Summer 2006 C. Near Rio Vista - Azevedo Rd to Liberty Island Rd - Shld Widening (2009/2010) D. In Rio Vista - Sacramento Bridge - Rehab Bridge (2007/2008) E. Near Suisun City Scandia Rd. to Denverton OH - Rehab Rdwy Delayed to FY 2009-10 F. Near Suisun City - Denverton OH to Currie Rd - Rehab Rdwy Delayed to FY 2009-10 G. Pursue additional minor projects	Caltrans	SHOPP	X	X	X		Projects Janet Adams
13.	I-80 SHOPP Projects A. Near Fairfield to American Canyon - Upgrade Median Barrier (2007/2008) B. In Vallejo - Tennessee Street to American Canyon - Rehab Rdwy Delayed to FY 2007-08 C. Near Vallejo - American Canyon to Green Valley Road - Rehab Rdwy - Delayed to FY 2007-08 D. Rte 12 to Leisure Town OC - CAPM (SHOPP FY 2009-2010) - STA pursuing acceleration of project to FY 2007-08 E. In Fairfield - At Rockville Rd and W Texas Street - Modify Ramp and Signals (2006/2007) F. I-80/I-505 Weave, not programmed 2006 SHOPP	Caltrans	SHOPP	X	X	X		Projects Janet Adams Caltrans



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
14.	I-505 and I-680 SHOPP Projects A. I-680 - Benicia Br. To I-80/I-680 Interchange - Widen Shlds (Construction began Spring 2006) B. I-505 - I-505/I-80 Interchange to Yolo Co. Line - AC surfacing and Slab Replacement (FY 2007-08)	Caltrans	SHOPP	X	X	X	\$28.8M	Projects Janet Adams Doanh Nguyen (Caltrans)
15.	SR 12 Re-Aligment and Rio Vista Bridge Feasibility Study Status: Rio Vista obtained Fed Earmark, STA and Rio Vista to jointly pursue Study. Study to be combined with SR 12/Church Rd. PSR. Status: RFP for consultant initiated.	Rio Vista STA	Federal Earmark City of Rio Vista	X	X		\$360,000	Projects Janet Adams
16.	Highway 37 Project Mitigation site and Landscaping Status: \$ 600k Rte 37 landscape should advertise Summer 2006.	Caltrans	STIP					Projects Janet Adams
17.	Highway 113 SHOPP Project In Downtown Dixon - Reconstruct SR 113 Status: Bids for contract opened in late November 2005. Construction will not begin until late May 2006, after May Fair. ECD: 2006	Caltrans	SHOPP	X			\$2.5M	Projects Janet Adams Nick Endrawos (Caltrans)



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2005-06 / FY 2006-07 / FY 2007-08
Last Updated: 6/7/2006**

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
18.	<p><u>Union Street/Main Street Reopening Feasibility Study</u></p> <p>Status: Draft is complete, STA to work with Cities and County for developing recommendation for STA Board (TLC Priority)</p> <p>ECD: 2006</p>	STA	STIP-PPM	X			\$10,000	Projects Janet Adams Dan Christians
19.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>Status: ongoing activity, STA pursuing development of tracking system for these projects.</p> <p>ECD: Ongoing activity.</p>	STA	STIP-PPM STIP-TAP STIP/STIP Swap	Ongoing	X	X	NA	Projects Sam Sheldon
20.	<p><u>Regional Measure 2 (RM2) Implementation</u></p> <ul style="list-style-type: none"> Vallejo Station Solano Intermodal Facilities Capitol Corridor Improvements Regional Express Bus North Capital and Operating <p>Status: Funding reserves submitted</p>	Vallejo STA STA CCJPA MTC	RM2	Ongoing			\$28 million \$20 million \$100 million \$25 million \$ 16 million and \$3.4 million per year for operating (competitive)	Projects Janet Adams Sam Sheldon
21.	<p><u>SR 113 MIS</u></p> <p>Status FY 2006-07</p>	STA	Unfunded - Seeking State Planning Grant and STIP/ CMAQ Swap	X		X	\$150,000	Planning Dan Christians



SOLANO TRANSPORTATION AUTHORITY
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 FY 2005-06 / FY 2006-07 / FY 2007-08
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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
22.	SR 29 MIS Status: New project. Unfunded. Target for FY 2007-08	STA	Unfunded		X			Planning Dan Christians
23.	Update of Countywide Traffic Safety Plan A. Safe Routes to Transit B. Safe Routes to Schools (SR2S) C. Railroad Crossings D. Flood Protection Mitigation Status: Phase 2 (SR2S) underway. ECD: 2007	STA	Gas Tax	Phase 2	X		Phase 1 - \$5,000 Phase 2 - \$50,000	Projects Jennifer Tongson
24.	Congestion Management Program (CMP) A. 2007 CMP B. Revisit Impact Fee Study (FY 2007-08)	STA	STP Planning	X	X			Planning Dan Christians
25.	Countywide Traffic Model/GIS A. Development of new model (transit) - Phase 2 (Transit) B. Maintenance of model Status: Phase 1 forecasts (traffic) completed in 2005; Phase 2 (transit) will commence in FY 2005-06 ECD: Phase 1: December 2005 Phase 2: Fall 2006	STA	STP-Planning NCTPA	RFP released for Phase 2 on 12/14/05 Ongoing	X		\$100,000 \$65,000	Planning Dan Christians



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
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PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
26.	<p><u>Capitol Corridor Rail Station- Fairfield/Vacaville Station and Fairfield Suisun-Benicia Track Improvements</u> Status: Station and track improvements designs underway. \$25M included in RM2. Priority for federal funding. Status: Fairfield/Vacaville Train Station approved by CCJPB on 11-16-05.</p>	Fairfield/ Vacaville STA CCJPA	RM2 ADPE-STIP ITIP Local	X	X		\$35M FF/VV Station	Planning Dan Christians
27.	<p><u>Commuter Rail Stations</u> A. Dixon Status: New Dixon Transportation Center completed in May 2006. RTIP funds to be allocated in FY 2006-07 to conduct preliminary engineering for track, access, pedestrian undercrossing, platform improvements and cost estimate. Oakland-Sacramento-Auburn Regional Rail Study was completed in fall 2005 and Dixon Station was proposed as part of Phase 2 stations to be completed by 2015. B. Benicia Need to conduct alternatives site analysis, develop funding & implementation study. C. Preserve Right-of-Way for Future Napa Solano Passenger Rail</p>		RTIP E. CMAQ YSAQMD Clean Air RM2 Local	X	X	X	\$543,000 (Prelim. Eng.) \$20M (Const.) (Preliminary estimates for track access, and platform improvements.	Planning Dan Christians

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
29.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>A. Solano Bikeway Feasibility-Phase 2 Vallejo- HIDDENbrook to Fairfield</p> <p>B. Jopson Parkway Bikeway (next phase)</p> <p>C. Benicia Bike Route: State Park/ I-780</p> <p>D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City)</p> <p>E. Vacaville – Dixon Bike Route</p> <p>Status: Countywide Bicycle Plan and new 5-year priority list completed in June 2004</p> <p>ECD: Ongoing</p>	Fairfield/ Fairfield/ Vacaville Benicia	TDA-Art 3 TLC STP CMAQ Regional Bike/Ped. Program	X			\$5M-\$7M (Capital costs)	Planning Sam Shelton
30.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u></p> <p>Status: Countywide Pedestrian Plan is completed.</p> <p>A. Fairfield Linear Park</p> <p>B. Union-Main Street Pedestrian Enhancement</p> <p>ECD: Ongoing</p>	STA Solano County	State TEA Bay Trails TDA-ART3 Regional Bike/Ped Program RM 2 Safe Routes to Transit	X			\$3-\$5M (Capital Cost)	Planning Robert Guerrero



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2005-06 / FY 2006-07 / FY 2007-08
 Last Updated: 6/7/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
31.	<u>STA Marketing/Public Information Program</u> A. Website B. Materials C. Events D. Transit Marketing E. Bus Wraps Status: RFP for new marketing consultant to develop new materials. ECD: New consultant retained Spring 2006	STA	STAF TFCA Sponsors	X	X	X		Planning/Transit/ Rideshare Jayne Bauer Anna McLaughlin
32.	<u>Baylink Ferry Support and Operational Funds</u> A. Vallejo Station B. New Ferry C. Maintenance Facility Status: Continued to pursue funding.	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP	X	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
33.	<u>Route 30 Management</u> A. Performance Monitoring B. Funding Agreement Update C. Marketing D. Jt. Fare Instrument Status: Marketing Plan initiated and funding agreement updated.	STA	STAF	X	X			Transit/Rideshare Elizabeth Richards



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2005-06 / FY 2006-07 / FY 2007-08
 Last Updated: 6/7/2006

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
34.	Solano Paratransit Management A. Assessment Study B. Performance Monitoring C. Funding Agreement Update D. Service Efficiency Policies E. Marketing and Increase awareness of Solano Paratransit (Wraps, brochures) F. Vehicle Purchase Grant Administration G. PCC Management Status: Consultant retained for study.	STA	STAF	X	X	X	A. \$35,000 B. - D and G \$35,000 E. \$35,000 F. \$35,000 \$140,000	Transit/Rideshare Elizabeth Richards Anna McLaughlin
35.	SR 12 Transit Corridor Study ECD: February 2006 Status: Study completed.	STA	STAF NCTPA	X			\$25,000 \$15,000	Planning/ Transit/Rideshare Dan Christians Elizabeth Richards
36.	Intercity Transit Coordination ECD: July 2006 A. Funding Agreement B. TDA Fund Coordination C. STAF Fund Management D. Intercity Transit Marketing E. Unmet Transit Needs Coordination ECD: FY 2006-07 TDA Cycle: June 2006 Status: Agreement under development.	STA MTC	STAF/TFCA	X	X	X		Transit/Rideshare Elizabeth Richards
37.	Transit Consolidation Study Status: Funding in place; Board authorized to proceed. Initiate July 2006 after Intercity funding agreement for FY 2006-07 in place.	STA	STAF MTC	X	X		\$75,000 \$60,000	Transit/Rideshare Elizabeth Richards

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
38. <u>Community Based Transportation Planning (CBTP)</u> A. Cordelia/Fairfield Study B. Vallejo Study- FY 2006-07 C. Dixon Completed Status: LIFT grant obtained and implementation underway.	STA/MTC	MTC/CBO STAF	X	X		\$30,000 \$30,000	Transit/Rideshare Elizabeth Richards
39. <u>Lifeline Program Management</u> A. Initiate Coordination B. Call for Projects (March '06) C. Project Selection (May '06) D. Monitor Projects Status: Advisory Committee formed.	STA/MTC	STAF	X	X		\$15,000	Transit/Rideshare Elizabeth Richards
40. <u>Solano Works Plan Update & Implementation</u> A. Rio Vista LIFT Vanpool Project Administration B. Prepare projects for future funding. Status: Ongoing	STA/County	TDA LIFT TANF	X	X	X	\$100,000	Transit/Rideshare Elizabeth Richards Yolanda Dillinger

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2005-06	FY 2006-07	FY 2007-08	EST. PROJECT COST	DEPARTMENT LEAD STAFF
41.	<u>Solano Napa Commuter Information Program</u> A. Marketing SNCI Program B. Full Incentives Program C. Completion of Emergency Ride Home (ERH) Program D. Employer/Vanpool Program E. Campaigns F. Events G. Teleservices Status: Marketing, Incentives, and implemented. New ERH Program initiated.	STA	MTC TFCA ECMAQ YSAQMD	X	X	X	\$500,000	Transit/Rideshare Elizabeth Richards Anna McLaughlin
42.	<u>Abandoned and Vehicle Abatement Program</u> Status: Ongoing	STA	DMV	X	X	X	04/05 FY approx. \$350,000	Projects/Finance Susan Furtado

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**DRAFT Agenda Topics for STA Board Workshop
6:00 p.m., Wednesday, July 12, 2006**

1. The Future of Our Highway Corridors
 - A. Development of Highway Corridor Operational Policies
 - B. Development of STA Policy for Funding Reliever Routes and Regionally Significant Interchanges
 - C. Funding and Implementation of Highway Improvements – 2006-2010

2. The Future of Transit Service
 - A. Intercity Transit Funding and Service
 - B. Intercity Paratransit and Transit Service for Seniors
 - C. Near Term Funding of Critical Transit Hubs
 - D. Transit Consolidation Study

3. Five Steps to Improved Travel Safety
 - A. Local Intersections with High Accident Rates
 - B. Safe Routes to Schools Program
 - C. Safe Routes to Transit
 - D. Railroad Overcrossings
 - E. Key Bottlenecks Affecting Emergency Response

4. Implementation of Transportation for Livable Communities at the Community Level

5. Enhancement of STA's Efforts to Inform, Engage, and Involve the Public Regarding Transportation Issues, Plans, and Projects

6. STA Review and Update of Project Funding Priorities following the Failure of Measure H

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DATE: June 12, 2006
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: State Local Streets and Roads Assessment

Background:

California's roads have been described as "the worst in the nation in terms of roadway quality and per capita dollars being spent on improvements," in several recent national and independent transportation studies. Primary revenue sources for preservation of local city streets and county roads have not kept up with inflation or are too unstable or unreliable. Some legislative analysts expect the proposed infrastructure bonds for this November will cover less than 25% of the local streets and roads shortfall.

Discussion:

The California State Association of Counties (CSAC) and the League of California Cities (LOCC) believe that the lack of attention given to local streets and roads needs is caused by the lack of comprehensive documentation of the needs for cities and counties. CSAC and LOCC site how the Bay Area's needs assessment study increased the amount dedicated to local streets and roads in the 2002 Regional Transportation Plan (RTP) from \$143 million to almost \$1 billion in Transportation-2030 (the 2005 RTP).

CSAC and the League are proposing to assist in the development of a statewide pavement and non-pavement needs assessment using the Bay Area's need assessment model as a starting point for discussion. Attached are several sample documents from the Metropolitan Transportation Commission (MTC) being considered statewide for this effort. Local agencies are being asked to review these documents and provide feedback regarding their ability to provide pavement and non-pavement information contained in the sample surveys.

Recommendation:

Informational.

Attachments:

- A. Email from Steve Vadenburgh, Moderator for Regional Transportation Planning Agencies (RTPA), RE: Statewide Local Streets and Roads Assessment
- B. Local Streets and Roads Sample Documents
- C. Local Streets & Roads Strategic Plan, May 2006 Final Draft (provided under separate cover)

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Sam Shelton

Subject: FW: Your Help Needed: Statewide Local Streets and Roads Assessment



Letter #1 to RTPAs RE Needs As... LetterMemo #2 to RTPAs on Prop... Sample Letter.pdf (195 KB) Sample Survey.pdf (630 KB) 5.BStrategicPlan.pdf (519 KB)

-----Original Message-----

From: Steve VanDenburgh [mailto:svandenburg@sbcag.org]
 Sent: Monday, June 12, 2006 7:38 PM
 To: dkhalls@sta-snci.com
 Subject: Your Help Needed: Statewide Local Streets and Roads Assessment

TO: RTPAs
 FR: Steve VanDenburgh, RTPA Moderator
 DT: June 12, 2006

As we discussed at the RTPA meeting in June and again last week, the California State Association of Counties (CSAC) and the League of Cities want to shine a spotlight on the significant shortfall in funding for local street and road maintenance.

They are requesting the assistance of the RTPAs in developing a statewide local streets and roads needs assessment, prepared through a voluntary process (or to put it another way, not mandated by the State). Between August 2006 and September 2007 they propose producing a needs assessment and report for the governor and legislature on estimated local road needs, revenues, and shortfalls.

At this point, CSAC and the League are asking the RTPAs for in-kind staff assistance to educate local agencies about the assessment, distribute sample materials to local agencies (attached) and provide initial feedback received from local agencies. They would also in the future ask RTPAs to distribute to local agencies the final survey they will develop with the assistance of a consultant, and send completed surveys to CSAC\League for statewide compilation.

By the July 19 RTPA meeting in San Diego, please discuss with your local agencies the needs assessment that the CSAC and the League are initiating. If you have a technical advisory committee, you should consider agendaizing the matter and discussing it as an information item or you may even want to discuss it with your Board. On July 19, you should be prepared to share comments and questions you receive from your local agencies with CSAC and League of Cities representatives who will be in attendance, as well as ask questions that you may have about the role of your agency in the process. This will help CSAC and the League refine the strategy for completing the assessment that they have proposed in the attached memo.

To help us and our local agencies understand the scope of this effort, CSAC and the League have provided us with sample materials that we can share with local agencies. As you can see, because the MTC region has conducted a needs assessment, sample materials have been taken from that experience and could be modified for a statewide effort.

The background and sample materials attached to this e-mail are:

1. The first letter received by the RTPAs, Rural Counties, and CalCOG requesting assistance.
2. A second letter\memo for discussion (distributed at the RTPA meeting last week), proposing an approach to completing a statewide local streets and roads needs assessment.
- 3\4. A sample letter to public works agencies and a survey instrument used in the Bay Area that could be used as a model for a statewide effort.
5. A strategic plan prepared for the Bay Area, estimating needs, revenues and shortfalls that could be a model for a statewide report.

Some issues you could vet with your local agencies include:

* Their ability to provide pavement condition information and fill out the pavement part of the sample survey.

* Their ability to provide non-pavement (for example, sidewalk, guardrail) information. CSAC and the League raise as an option leaving out non-pavement needs in this first statewide needs assessment because it may be more difficult to collect data on these needs, but note that leaving it out provides an incomplete needs picture. What do your local agencies think?

* Availability of information on revenues that could be used for local street and road purposes.

If you have any questions about the technical materials attached, you should contact CSAC's point person on this effort,

Mr. Brian C. Lee, P.E.
Deputy Director of Public Works
County of San Mateo
BLee@Co.SanMateo.CA.US
555 County Center, 5th Floor
Redwood City, CA 94063
(650) 599-1497; Fax: (650) 361-8220

Or, you may contact me and I will find someone at CSAC or the League who can give you a response.

Thank you for your assistance in this matter!

STEVE VANDENBURGH
RTPA Moderator, FY 05/06
Deputy Director
Santa Barbara County Association of Governments
Phone: (805) 961-8904
Fax: (805) 961-8901

ATTACHMENT A—
JURISDICTION INFORMATION

1. Jurisdiction Name:

2. Contact Person

Name: _____

Address: _____

Phone: _____

Fax: _____

Email: _____

3. Pavement Management System information currently on hand at MTC for your jurisdiction reflects inspections and maintenance treatment information last entered on: _____.

If this information is out-dated, please indicate the date your Pavement Management System was last updated and submit a copy of your database to MTC along with your completed survey.

_____ (Enter date of last inspections)

4. In Fiscal Year 03-04, your jurisdiction spent \$ _____ on pavement preventive maintenance (preventive maintenance is defined here as maintenance done on roadways that are at or above a pavement condition index [PCI] of 70, and normally include patching, crack-sealing, and slurry-type seals). Your jurisdiction will spend \$ _____ on preventive maintenance in Fiscal Year 04-05.

5. Please indicate the frequency (example: every two years or every four years) of which your jurisdiction completes pavement condition inspections (field surveys) on its entire local street and road network.

Arterial and Collectors: Every _____ years

Residential / Locals: Every _____ years

PLEASE SUBMIT SURVEY TO YOUR CMA PRIOR TO 12/31/2004

ATTACHMENT B – PAVEMENT MAINTENANCE TREATMENT UNIT COST SURVEY

INSTRUCTIONS:

(The purpose of this survey is to provide key information used in MTC's pavement management software model (along with condition and maintenance information) to determine each jurisdiction's five and 25-year pavement repair "Need").

This portion of the survey requests information regarding the unit cost of maintenance treatments based on the roadway's "condition category" or PCI range. While jurisdictions may vary on the actual maintenance treatments and strategies that are employed, it is important to have a consistent maintenance treatment strategy across jurisdictions for the purpose of projecting the pavement maintenance "need" in the region. That strategy should be based as much as possible on "best practices" for pavement maintenance.

Below is the standard or "model" maintenance strategy that will be used to determine the pavement maintenance need in the region. This maintenance strategy is based on a combination of common treatments applied throughout the region and the model treatment decision tree that is included in the MTC PMS software:

<p><u>Condition Category I – Preventative Maintenance – PCI > 70</u> Crack Sealing Surface Sealing (Chip, Slurry, Cape, etc...) Restoration –Thin Overlay <u>Condition Category II – PCI < 70 > 50 (Non-Load) – Mill and Thin Overlay I</u> <u>Condition Category III – PCI < 70 > 50 (Load) – Mill and Thick Overlay</u> <u>Condition Category IV – PCI < 50 > 25 – Reconstruct Surface</u> <u>Condition Category V – PCI < 25 – Reconstruct Structure (Surface & Sub-Layers)</u></p>

Please fill out the two tables requesting unit treatment cost information for arterial / collector roadways and residential, or local roadways. A sample table is provided for your reference.

- The tables provide a sample treatment for each condition category. Please consider the condition categories, as described above, and input the unit maintenance cost that your jurisdiction expends for roadways that fall into each PCI category. Treatment *type* is not critical; however, please indicate the most common treatment utilized by your jurisdiction on roadways in each of the condition categories. Treatment type information may be used in the future by MTC to evaluate common maintenance practices in the region.
- The table separates the unit costs into several categories—construction, prep work, administration, and design costs. Depending on your jurisdiction, all applicable maintenance costs may be incorporated into the construction costs, or they may be separated for accounting purposes. The total unit treatment costs should contain, and are limited to, the following items:
 - Material cost
 - Labor cost
 - Rental equipment costs related to the project
 - Pavement striping costs
 - Replacement of loop detectors

- Necessary incidental repairs required by the roadway improvement (such as repairs/replacement of storm drains, culverts, drainage channels, curb & gutter, driveway conforms)
- Staff costs
- Project design costs
- Construction engineering/management costs (up to 14% of construction cost)
- Procurement and advertising costs
- Adjustment of storm drain manholes/survey monuments/storm water inlets
- Construction traffic control at project site
- Dust control measures
- Erosion control measures
- Repairs to shoulders
- Mobilization costs
- Curb Ramps (if part of a paving project)

Pavement treatment unit costs should not include work on sidewalks, traffic signals, slide repairs, and other items not listed above, which fall under “non-pavement” work. These costs will be addressed in the next section.

- Depending on how your jurisdiction operates, the above costs could fall into one or several of the unit cost categories listed on the table. If one of the table categories does not apply to your jurisdiction, please indicate the column that the cost is included in. For example, if your jurisdiction includes the cost for prep work in construction costs, simply write “included in A” in column B. The “Total Unit Cost” column should represent the sum of the various cost categories and should include all of the cost elements above, as they apply.
- Please use the most recent cost information possible. It is preferable that you do not examine information more than two or three years old in computing the unit treatment costs.
- The table also includes a “regional” cost for your use as a reference. The costs listed there represent the average regional unit costs that were calculated based on the survey responses received during the survey effort conducted in 2003. **They are not meant as a benchmark and may be completely different than your jurisdiction’s individual actual costs.** They are simply listed as a guide for jurisdictions. The next projection effort will utilize the cost data from individual jurisdiction in determining “need”, rather than a regional average.

SAMPLE:

Arterial / Collector

A + B + C + D = E

Condition Category	Sample Treatment	Actual Treatment	Construction Costs	Prep Work	Administration / Inspection Cost	Design & Engineering	Total Unit Cost (A – D)	Regional Total Cost
CC 1 – Prev. Maint. (Crack Seal)	Crack Seal		\$45	\$20	\$10	\$18	\$93 <i>ln.ft.</i>	\$93 <i>ln.ft.</i>
CC 1 – Prev. Maint. (Surface Seal)	Slurry Seal		\$90	\$40	\$20	\$2.16	\$1.86 <i>sq.yd.</i>	\$1.86 <i>sq.yd.</i>
CC 1 – Prev. Maint. (Restoration)	Thin Overlay		\$4.95	\$2.20	\$1.09	\$2.02	\$10.26 <i>sq.yd.</i>	\$10.26 <i>sq.yd.</i>
CC 2 – Light Rehab (Non-Load)	Mill & Thin (1.5”)Overlay		\$6.12	\$2.72	\$1.36	\$2.47	\$12.67 <i>sq.yd.</i>	\$12.67 <i>sq.yd.</i>
CC 3 – Light Rehab (Load)	Mill & Thick (3”)Overlay		\$8.38	\$3.73	\$1.85	\$3.39	\$17.35 <i>sq.yd.</i>	\$17.35 <i>sq.yd.</i>
CC 4 – Heavy Rehab	Reconstruct Surface		\$14.30	\$6.36	\$3.17	\$5.77	\$29.60 <i>sq.yd.</i>	\$29.60 <i>sq.yd.</i>
CC 5 – Reconstruction	Reconstruct Structure		\$39.38	\$17.53	\$8.75	\$15.87	\$81.53 <i>sq.yd.</i>	\$81.53 <i>sq.yd.</i>

1. Unit costs are in square yards except for crack sealing, which is in linear feet.

PAVEMENT UNIT TREATMENT COST SURVEY:

Arterial / Collector	A	B	C	D	E			
Condition Category	Sample Treatment	Actual Treatment	Construction Costs	Prep Work	Administration / Inspection Cost	Design & Engineering	Total Unit Cost (A - D)	Regional Total Cost
CC 1 - Prev. Maint.	Crack Sealing		\$	\$	\$	\$	\$	\$93.67
CC 1 - Prev. Maint.	Slurry / Chip Seal		\$	\$	\$	\$	\$	\$186.99
CC 1 - Prev. Maint. (Restoration)	Thin Overlay		\$	\$	\$	\$	\$	\$12.67
CC 2 - Light Rehab (Non-Load)	Mill & Thin Overlay		\$	\$	\$	\$	\$	\$10.26
CC 3 - Light Rehab (Load)	Mill & Thick Overlay		\$	\$	\$	\$	\$	\$17.35
CC 4 - Heavy Rehab	Reconstruct Surface		\$	\$	\$	\$	\$	\$29.60
CC 5 - Reconstruction	Reconstruct Structure		\$	\$	\$	\$	\$	\$81.53

1. Unit costs are in square yards except for crack sealing, which is in linear feet.

Residential	A	B	C	D	E			
Condition Category	Sample Treatment	Actual Treatment	Construction Costs	Prep Work	Administration / Inspection Cost	Design & Engineering	Total Unit Cost (A - D)	Regional Total Cost
CC 1 - Prev. Maint.	Crack Sealing		\$	\$	\$	\$	\$	\$90.77
CC 1 - Prev. Maint.	Slurry / Chip Seal		\$	\$	\$	\$	\$	\$180.94
CC 1 - Prev. Maint. (Restoration)	Thin Overlay		\$	\$	\$	\$	\$	\$10.91
CC 2 - Light Rehab (Non-Load)	Mill & Thin Overlay		\$	\$	\$	\$	\$	\$11.97
CC 3 - Light Rehab (Load)	Mill & Thick Overlay		\$	\$	\$	\$	\$	\$15.45
CC 4 - Heavy Rehab	Reconstruct Surface		\$	\$	\$	\$	\$	\$24.79
CC 5 - Reconstruction	Reconstruct Structure		\$	\$	\$	\$	\$	\$66.23

1. Unit costs are in square yards except for crack sealing, which is in linear feet.

PLEASE SUBMIT SURVEY TO YOUR CMA PRIOR TO 12/31/2004

ATTACHMENT C – NON-PAVEMENT NEED SURVEY

INSTRUCTIONS:

(The purpose of this survey is to provide information that MTC will use to estimate the Non-Pavement “Need” that exists in each jurisdiction).

This portion of the survey deals with non-pavement assets and the costs that are associated with maintaining your jurisdiction’s local street and road network. Few jurisdictions have an asset management program in place that can inventory and monitor the condition and cost of maintaining the wide variety of non-pavement items. The following non-pavement survey does not ask you to provide estimates as to what the need is for maintaining each of the non-pavement assets listed below are. Instead, MTC will use jurisdiction responses to the survey on non-pavement asset inventory, replacement values, and estimated life cycles in order to prepare an estimate of your jurisdiction’s non-pavement need.

The non-pavement items* that are considered in MTC’s projections of local street and road “need” consist of the following:

- Drainage –headwalls, CMP, etc
- Pedestrian – public sidewalks
- Bike path – class I only
- Curb & gutter, curb ramps & medians (when not part of a paving project)
- Guardrails
- Traffic – signs, signals, striping, etc
- Street Lights
- Retaining walls
- Heavy equipment**
- Corporate yard**
- NPDES permit
- Storm damage

**Funding for the maintenance of these items should come from your jurisdiction’s Local Street & Road revenues; i.e., the funding should be accounted for in the figures reported in Attachment D—“Local Street and Road Revenues”.*

***These costs may be spread out over other departments/functions. Only the cost associated with local street and road maintenance should be considered. Do not include any new construction costs, bridge maintenance costs, or non LS&R costs (example: landscaping of medians).*

The following survey asks that you provide us with the best estimate of your jurisdiction’s non-pavement asset inventory. The survey also asks that you estimate how much it would cost if your jurisdiction was to have to replace that asset. When estimating the replacement costs, you do not need to take into account the current condition of the asset. The cost of replacing *one unit* of a particular asset should be similar across neighboring jurisdictions provided there are not valid reasons for significant differences. Lastly, for each of the non-pavement assets, we ask that you provide us with the expected life cycle for each of the assets. In other words, what is the serviceable life of a particular non-pavement asset? You should not take preventive or rehabilitative maintenance that might be applied to the asset into account when estimating the life cycle figures. Life cycle cost information derived from survey responses will be compiled and analyzed by MTC, public works professionals,

and engineers, in order to develop common life cycle values to be used in estimating the non-pavement need in each of the jurisdictions.

The following survey also contains a section for those non-pavement costs that do not relate to physical assets. The costs associated with meeting permit requirements or cleanup and repair costs that occur after a significant storm, are such expenses. We ask that you estimate what your jurisdiction will spend on an annual basis for those types of expenses. Since some of the expenses, like storm damage, do not occur every year, please average the maintenance costs over an appropriate period (ten years or so) in order to provide an appropriate annual maintenance estimate. There are blank lines available for you to include any non-pavement maintenance expenses that may be unique to your jurisdiction. MTC will determine whether these expenses are valid for the purposes of projecting the Local Street and Road non-pavement need.

Possible sources of information that may assist you in this estimation include your jurisdiction's GASB 34 reports, your accounting / finance department, your jurisdiction's Capital Improvement Plan (CIP), and historical State Controller's data on Local Streets and Roads expenditures.

Sample: (Note: Inventory, Replacement Values & Life-Cycle Figures are not Actual. Do not base your responses on sample figures.)

Item	Asset	Inventory of Asset	Unit of Measure	Replacement Value ¹	Expected Life-Cycle ²
1	Sidewalks (Public)	20,000	SQ.FT	\$20,000,000	20 years
2	Retaining Walls	5,000	SQ.FT	\$5,000,000	50 Years
3	Curb Medians (Not Landscaping)	1,000	LN. FT	\$750,000	10 Years
4	Guardrails	2,000	FT	\$500,000	10 Years
5	Curb Ramps	325	EA	\$1,000,000	15 Years
6	Curb & Gutter	10,000	FT	\$10,000,000	20 Years
7	Traffic Signs	412	EA	\$400,000	5 Years
8	Traffic Signals	155	EA	\$2,000,000	15 Years
9	Street Lights	80	EA	\$1,000,000	20 Years
10	Storm Drains				
	-- Pipelines	2	MI	\$15,000,000	35 Years
	--Structures	10	EA	\$5,000,000	50 Years
11	Corporate Yard	1,500	SQ.FT	\$500,000	50 Years
12	Heavy Equipment	5	EA	\$300,000	10 Years

Item	Other Non-Pavement Costs ³				Avg. Annual Maintenance Cost ⁴
13	Permits				\$15,000
14	Storm Damage				\$10,000
15					\$
16					\$

LOCAL STREETS AND ROADS NON-PAVEMENT SURVEY:

Item	Asset	Inventory of Asset	Unit of Measure	Replacement Value ¹	Expected Life-Cycle ²
1	Sidewalks (Public)		SQ.FT	\$	
2	Retaining Walls		SQ.FT	\$	
3	Curb Medians (Not Landscaping)		LN. FT	\$	
4	Guardrails		FT	\$	
5	Curb Ramps		EA	\$	
6	Curb & Gutter		FT	\$	
7	Traffic Signs		EA	\$	
8	Traffic Signals		EA	\$	
9	Street Lights		EA	\$	
10	Storm Drains			\$	
	-- Pipelines		MI	\$	
	--Structures		EA	\$	
11	Corporate Yard		SQ.FT	\$	
12	Heavy Equipment		EA	\$	

Item	Other Non-Pavement Costs ³				Avg. Annual Maintenance Cost ⁴
13	Permits				\$
14	Storm Damage				\$
15					\$
16					\$

Comments⁵:

- Notes:**
1. Enter the amount (in 2004 \$) that it would cost to replace the assets in the quantities listed under the inventory column. The current condition of the assets is not a consideration.
 2. Estimate the length of time that is typical for this asset to remain in serviceable condition.
 3. These non-pavement items are not assets, but recurring expenses related to the maintenance of the local street and road network. Specify any non-pavement costs you feel apply to your jurisdiction but are not listed in the blank rows provided.
 4. Estimate the average expenditure over the last ten years for each item.
 5. Include any information that is needed to further explain survey responses.

ATTACHMENT D – **LOCAL STREET AND ROAD REVENUES**

(The purpose of this survey is to gather data on the Local Street and Road revenues available for the pavement, non-pavement, and operations categories in order to estimate the five and 25-year shortfalls.)

BACKGROUND / OVERVIEW OF SURVEY:

In order to calculate the shortfall that exists between the local street and road NEED and the funds that are available in each jurisdiction to meet those needs, MTC is asking jurisdictions to provide information on the revenues available for street and road expenditures. This information will be used by MTC to estimate the region's local street and road shortfalls both for short-term projection efforts, as well as MTC's 25-year Regional Transportation Plans. Accurate reporting of shortfalls is necessary to support arguments for better funding for maintenance of the existing street and road network at the local, regional and state levels. Currently, MTC uses shortfall projections to help guide programming of federal transportation funds (STP/CMAQ & STIP) for state highways, transit, and local street and road projects.

The following information is intended to assist you in completing the attached revenue survey. It is important that you fill out the information requested in the survey completely and accurately. The information that you provide could have a direct affect on your jurisdiction's future allocations of regional funding.

The majority of this attachment is designed to provide you with background information on how the revenue information you provide will be utilized, as well as instructions on completing the survey. The survey itself consists of the last three pages of this attachment, and is broken into three major sections. **Section 1** is where you will provide historical and anticipated Local Street and Road budget information. This section is the most critical in that it will provide the base figure on which your jurisdiction's revenue projections will be based. **Section 2** is available for you to list any "one-time" revenue sources that have been or will be available for local streets and roads projects. The purpose of this section is so that these one-time revenue sources are taken into account when calculating your jurisdiction's average annual budget amounts for local street and road purposes. In **Section 3** of the survey you are asked to specify the types of expenditures you have included as part of your local street and road "operations" category. This information will help MTC analyze where local street and road revenue is being spent, if not on capital maintenance, and is important to help illustrate the total cost of maintaining the local street and road network.

Should you have any questions regarding the survey or how the information that you provide will be used, please contact the following MTC staff person:

Theresa Romell
(510) 817-3243
tromell@mtc.ca.gov

REVENUE IN RELATION TO NEED:

In order to be accurate, it is critical that MTC's estimates of revenue for local street and road maintenance and rehabilitation correspond to the elements in the estimates of NEED.

Revenues that are used for expenditures outside of what will be included in the estimates of "NEED" should not be reported in the attached survey. Based on this criteria, if a portion of your gas tax funding typically goes towards new construction projects, you should deduct that portion from the revenue that you are reporting for pavement and non-pavement maintenance, since new construction costs are not accounted for in the calculation of pavement and non-pavement need. For your convenience, we have provided a list of the elements that are included in the estimates of NEED. Please review them so that you will be able to accurately report those revenues that will be available to address them. Only those revenues that will be put towards the maintenance of the existing system should be included in the pavement and non-pavement budget categories. Expansion / improvement of the existing system should not be included unless there is a legal requirement that the existing system be upgraded in some way.

Pavements:

The estimates for pavement NEED will rely on the information that jurisdictions provide on unit costs for different types of pavement repairs.

Below is a list of items that jurisdictions were instructed to include in their calculation of unit treatment costs:

- Material cost
- Labor cost
- Rental equipment costs related to the project
- Pavement striping costs
- Replacement of loop detectors
- Necessary incidental repairs required by the roadway improvement
- Staff costs
- Project design costs
- Construction engineering/management costs (up to 14% of construction cost)
- Procurement and advertising costs
- Adjustment of storm drain manholes/survey monuments/storm water inlets
- Traffic control at project site
- Dust control measures
- Erosion control measures
- Repairs to shoulders
- Mobilization costs
- Curb Ramps—when part of a paving project

Non-Pavements:

Estimates for non-pavement NEED will also rely on data submitted by jurisdictions.

Below is a list of the non-pavement categories that jurisdictions were asked to estimate the 25-year need for:

- Drainage –headwalls, CMP, etc
- Pedestrian – public sidewalks
- Bike path – class I only
- Curb & gutter, curb ramps & medians (when not part of a paving project)

- Guardrails
- Traffic – signs, signals, striping, etc
- Street Lights
- Retaining walls
- Heavy equipment**
- Corporate yard**
- NPDES permit
- Storm damage

Operations:

This category would consist of funds that are used for day-to-day operating expenditures including labor and routine maintenance. We would also use this category as a “catchall” category for expenditure items that do not fall into either the pavement or non-pavement categories as discussed above, and are also not used for new construction or local bridge maintenance expenditures.

You were not asked to provide any information on your jurisdiction’s NEED for this category; however, we are interested in the amount of local street and road revenue that goes to fund this type of expenditure. We would want to identify the amount of those “Operations” funds so that they are not included in the estimated revenues that will be applied against the pavement, non-pavement, and local bridge need, for determining the shortfalls.

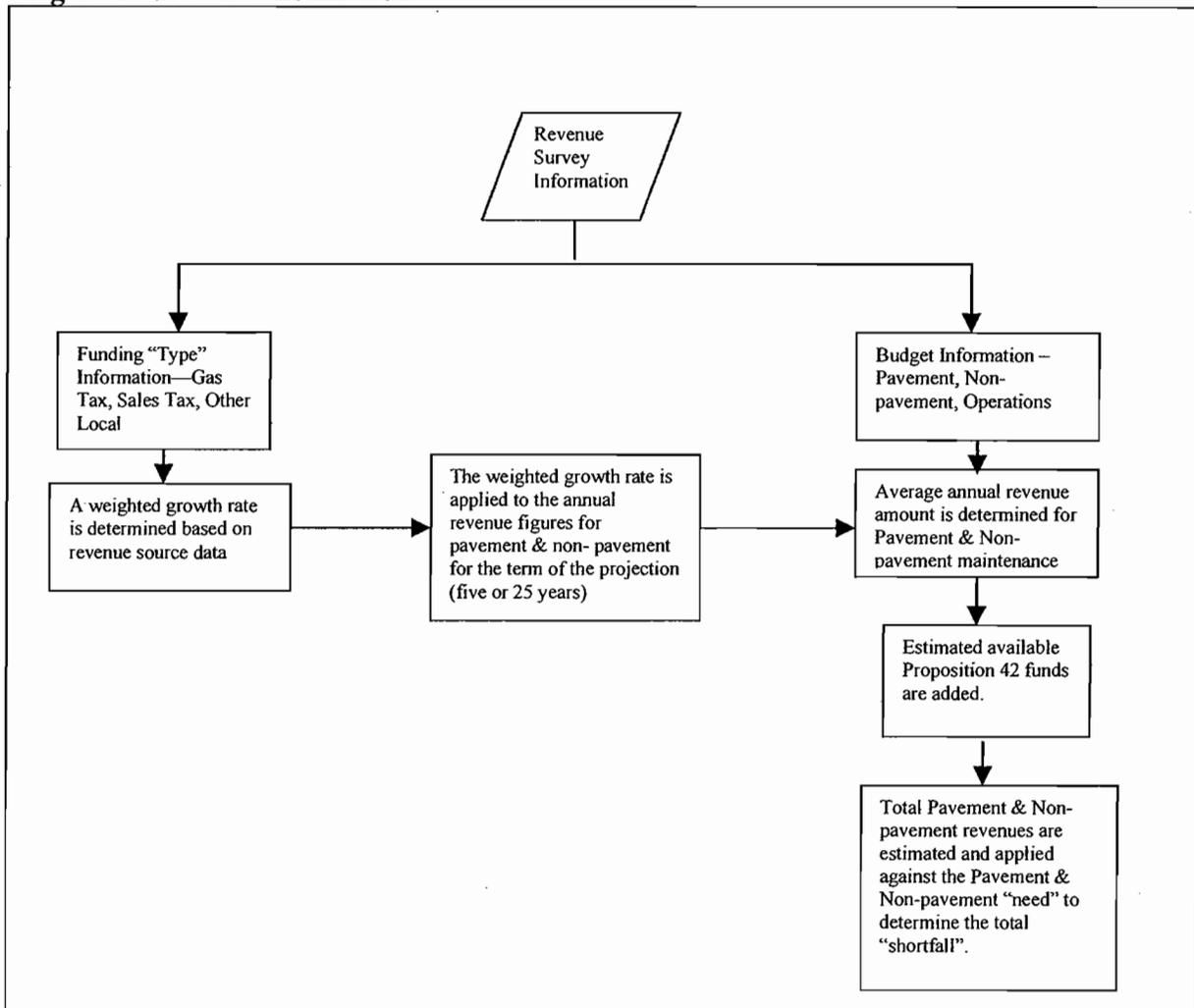
Below are some examples of expenditure items that would fall into the “Operations” category. These examples were taken from past survey responses from Bay Area jurisdictions on local street and road revenues. You may have an item that you believe falls into this category but is not listed below. If so, we have asked that you describe that item in one of the tables on the attached survey.

Examples:

- Street sweeping
- Regulation of streets & sidewalks (use permits)
- Graffiti abatement
- Pot-hole patching
- Striping (Not related to re-paving)
- Emergency side-walk repairs
- Routine maintenance of traffic signals (light bulbs, etc...)
- Street Trees
- Landscape Medians
- Overhead – street crew salaries, administration costs (when not part of pavement unit costs)

REVENUE PROJECTION METHOD:

Figure 1: Revenue Estimation



As shown in the diagram above, based on the information that you provide, MTC will calculate the average annual revenue that is available for your jurisdiction to meet the local street and road need in the categories outlined above. The budget data that you submit will be adjusted to their current dollar value and averaged over the years that you provide data for in order to determine your jurisdiction's average annual budget for local street and road maintenance. A **growth rate**, determined by the **funding types** (see paragraph below) that comprise your jurisdiction's annual budget, will be applied for each year of the projection period. Annual Proposition 42 revenues that are projected to be received by your jurisdiction for local streets and roads will be added by MTC. Each year's figures will be summed to determine the total budgets available for local street and road maintenance. All totals will be reported in current year dollar values.

Types of Funding:

The survey will ask you to specify the revenues available by funding source as well. Typically, local street and road revenues come from three major sources—gas tax subventions, county sales

tax measures for transportation (where applicable), and other local sources including general funds, street assessment levies, fines, PUC, traffic safety funds, etc... It is important to know the source of funding in order to estimate the **rate** at which those funds will be **grown** over the course of the projection period. You will be asked to estimate the portion of your annual budget that comes from these three major funding sources, for each of the categories of local street and road maintenance.

GUIDELINES FOR REPORTING REVENUE INFORMATION:

In order to ensure that your jurisdiction’s annual average budget for local streets and roads is correctly estimated, please refer to the following guidelines as to what should be reported and what should not.

- Do include revenues that are used for expenditures in the pavement, non-pavement and operations categories as outlined in this document.
- Do identify the source of the revenue as indicated.
- Do not include federal funds
- Do not add interest or inflation when determining future budget amounts, e.g., express in 2004 dollar values
- Do not assume sales tax revenue past the year of “sunset”
- Do not remove local match amounts for **bridge maintenance** (MTC will do this for you).
- Do not include one-time revenue sources, i.e., bond measures, grants, etc...
- For one time revenue sources, i.e., bond measures, grants, loans, etc...please identify the year, expiration, and source of this revenue in the table provided for this purpose. Do not include these funds in your budget information.
- Include revenues used for new construction/expansion projects in the “other” category

Past Revenue Information:

You may want to reference the information that your jurisdiction submitted to the State Controller’s Office on local street and road revenues and expenditures. This data is available on a year-by-year basis and is separated into two parts—revenues and expenditures. MTC has used the State Controller’s information in the past to produce the local street and road shortfall projections but have discontinued this practice upon determining that it was not the most accurate source for the specific information we are looking for. If you would like to view your jurisdiction’s information, you can find the State Controller’s data at the following web address: www.sco.ca.gov/ard/local/locprep/streets. Other good sources for information include your jurisdiction’s CIP (Capital Improvement Plan) and/or accounting and finance departments.

As a guide to assist you in filling out the attached survey, we have also provided the revenue estimates for your jurisdiction from our last projection effort. If your jurisdiction has submitted a revenue survey in the past, this information was derived from the survey response. If no prior revenue survey was submitted, the figure is based on the county average revenue per centerline mile.

Jurisdiction	Annual Pavement Budget	Annual Non-Pavement Budget	Annual Budget for Operations	Total LS&R Budget
XXXXXXXX	\$935,969	\$235,793	\$4,561,141	\$5,732,903

LOCAL STREETS AND ROADS REVENUE SURVEY

SECTION 1 – LS&R Budget Information

Please enter the amount of revenues that your jurisdiction has budgeted in total for local street and road purposes in the first row of the tables for each fiscal year. In the rows below, please segment the total local street and road revenue into the three categories of expenditure. The sum of the three categories should not exceed the total. *Note that the “other” category should include the budget amounts for those items that are not included in the pavement, non-pavement or operations category—namely, new construction projects.* Please separate the budget amounts by revenue source: Gas Tax (GT), Sales Tax (ST), and/or Other Local (OL). If you do not have the information by revenue source, please simply fill in the “Total” line for each fiscal year. The tables below request information for prior years as well as predicted amounts for future years. Please do not add or subtract interest or inflation. **Report past fiscal year figures in their actual dollar values, and current and future years’ data in 2004dollar values.**

BUDGET INFORMATION

<i>Fiscal Year</i>	FY 02/03			FY 03/04			FY 04/05		
<i>Rev. Source</i>	GT	ST	OL*	GT	ST	OL	GT	ST	OL
Total LS&R Revenue									
Pavement	\$	\$	\$	\$	\$	\$	\$	\$	\$
Non-Pave	\$	\$	\$	\$	\$	\$	\$	\$	\$
Operations	\$	\$	\$	\$	\$	\$	\$	\$	\$
Other**									

<i>Fiscal Year</i>	FY 05/06			FY 06/07		
<i>Rev. Source</i>	GT	ST	OL*	GT	ST	OL
Total LS&R Revenue						
Pavement	\$	\$	\$	\$	\$	\$
Non-Pave	\$	\$	\$	\$	\$	\$
Operations	\$	\$	\$	\$	\$	\$
Other**						

* OL (Other Local) funds include those funds that do not come from gas tax subventions or county sales tax measures for streets & roads. Some examples include: general fund, developer fees, levies, fines, etc... Revenues listed under this category should be “discretionary” in that they can be used for any street & road maintenance purpose and are not tied to a particular expenditure.

** The “Other” category includes new construction, non-federally funded bridge maintenance (outside of local match amounts), or any other local street and road expenditure that does not fit into either the pavement, non-pavement or operations category as defined.

SECTION 2 – One Time Revenue Source Information

Please list any “one-time” revenue sources that have been made available to your jurisdiction in past years or will be made available in the future. A sample has been provided in italics. *Please separate the revenue amounts by “purpose”. For example, if \$4 million of a \$5 million bond was used for pavement rehabilitation, and \$1 million from the same bond was used for a new construction project, please indicate the amounts that went for each purpose separately.*

Revenue Source	Amount	Beginning Year	Expiration Year	Purpose
<i>Bond</i>	<i>\$4,000,000</i>	<i>1999</i>	<i>2004</i>	<i>Pavement Rehab</i>
<i>Bond</i>	<i>\$1,000,000</i>	<i>1999</i>	<i>2004</i>	<i>New Const.</i>

SECTION 3 – “Operations / Other” Expenditure Information

Please provide us with information on the types of expenditures that you have included in the “Operations” category, if different from the items that are listed under the category description in the survey instructions. The items listed in italics in the table below are for example only.)

OPERATIONS / OTHER” EXPENDITURE ITEMS

Type of Expenditure	Revenue Source (Gas Tax, Sales Tax, Other Local)	% of Revenue Source
<i>Congestion Management</i>	<i>Sales Tax</i>	7%
<i>Transportation Lobbyist</i>	<i>Other Local</i>	15%

Thank you for your time in filling out this survey. Your responses may have a serious impact on the amount of funding that will be directed towards Local Streets and Roads Needs. The surveys should be submitted back to MTC by the following date: **December 31, 2004**

Please have a public works official (director or deputy director) verify that the information has been reviewed and is as accurate as possible, by signing this form upon submittal.

Name (Printed) Title

Signature Date

Phone # _____

Email Address: _____

PLEASE SUBMIT SURVEY TO YOUR CMA PRIOR TO 12/31/2004

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