



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**

**1:30 p.m., Wednesday, February 28, 2007  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585**

Members:

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

|      | <u>ITEM</u>   | <u>STAFF PERSON</u> |
|------|---|---------------------|
| I.   | <b>CALL TO ORDER</b>  | Janet Adams, Chair  |
| II.  | <b>APPROVAL OF AGENDA</b>   |                     |
| III. | <b>OPPORTUNITY FOR PUBLIC COMMENT</b><br>(1:30 -1:35 p.m.)  |                     |
| IV.  | <b>REPORTS FROM CALTRANS, METROPOLITAN<br/>TRANSPORTATION COMMISSION (MTC), AND STA STAFF</b><br>▪ <b>Safe Routes to Transit Funding Opportunities</b><br>(1:35 -1:45 p.m.)   | Carli Paine, TALC   |
| V.   | <b>CONSENT CALENDAR</b><br><i>Recommendation: Approve the following consent items in one motion.</i><br>(1:45 – 1:50 p.m.)  |                     |
| A.   | <b>Minutes of the TAC Meeting January 31, 2007</b><br><i>Recommendation:</i><br><i>Approve minutes of January 31, 2007.</i><br><b>Pg. 1</b>   | Johanna Masiclat    |
| B.   | <b>Fiscal Year (FY) 2006-07 Transportation Funds for Clean Air<br/>(TFCA) 40% Program Manager Guidelines and<br/>Call for Projects</b><br><i>Recommendation:</i><br><i>Forward a recommendation to the STA Board to approve the<br/>following:</i><br>1. <i>FY 2007-08 Solano TFCA 40% Program Manager<br/>Guidelines.</i><br>2. <i>Authorize the Executive Director to initiate a Call for<br/>Projects for the FY 2007-08 TFCA Program Manager<br/>Funds.</i><br><b>Pg. 7</b> | Robert Guerrero     |

**TAC MEMBERS**

|                    |                         |                       |                      |                             |                      |                    |                     |
|--------------------|-------------------------|-----------------------|----------------------|-----------------------------|----------------------|--------------------|---------------------|
| <u>Dan Schiada</u> | <u>Royce Cunningham</u> | <u>Gene Cortright</u> | <u>Brent Salmi</u>   | <u>Lee Evans</u><br>Interim | <u>Dale Pfeiffer</u> | <u>Gary Leach</u>  | <u>Paul Wiese</u>   |
| City of<br>Benicia | City of<br>Dixon        | City of<br>Fairfield  | City of<br>Rio Vista | City of<br>Suisun City      | City of<br>Vacaville | City of<br>Vallejo | County of<br>Solano |

## VI. ACTION ITEMS

- A. Construction Contract Advertisement of I-80 Green Valley Bridge Widening Project** Janet Adams  
*Recommendation:*  
*Forward a recommendation to the STA Board authorizing the Executive Director to advertise the advance construction contract for the Green Valley Bridge Widening (for the I-80 HOV Lanes project).*  
(1:50 – 1:55 p.m.)  
**Pg. 19**
- B. I-80 High Occupancy Vehicle (HOV) Lanes California Environmental Quality Act (CEQA) Environmental Document (Mitigated Negative Declaration)** Janet Adams  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the Mitigated Negative Declaration (MND) for the I-80 HOV Lanes project and file a Notice of Determination (NOD).*  
(1:55 – 2:00 p.m.)  
**Pg. 21**
- C. Project Study Report Priorities for Caltrans Oversight** Janet Adams  
*Recommendation:*  
*Recommend the STA Board adopt the Project Study Report Priority List for Caltrans oversight as specified in Attachment B for Solano County.*  
(2:00 – 2:10 p.m.)  
**Pg. 23**
- D. Transit Capital and Operating Funding** Elizabeth Richards  
*Recommendation:*  
*Recommend to the STA Board to approve the following:*  
  - 1. Request Prop 1B transit capital funds based upon county population share;*
  - 2. Request Metropolitan Transportation Commission (MTC) to revisit STAF population-based distribution policy to ensure North Bay Counties, Small Operator, and Paratransit operating funds are distributed based upon growth in the future.*  
(2:10 – 2:20 p.m.)  
**Pg. 29**

## VII. INFORMATION ITEMS

- A. 2007 Congestion Management Program Update Schedule** Robert Guerrero  
*Informational*  
(2:20 – 2:25 p.m.)  
**Pg. 35**

- B. Corridor Studies Status Update** Robert Macaulay
- 1. State Route (SR) 113 Major Investment and Corridor Study**
  - 2. North Connector Transportation for Livable Communities Corridor Concept Plan**
  - 3. I-80/I-680/I-780 Corridors Highway Operations Implementation Plan**
  - 4. SR 12 Major Investments and Corridor Study**
- Informational*  
(2:25 – 2:35 p.m.)  
**Pg. 41**
- C. Legislative Update – February 2007** Jayne Bauer
- Informational*  
(2:35 – 2:40 p.m.)  
**Pg. 45**
- D. Solano Transit Consolidation Study Kick-off** Elizabeth Richards
- Informational*  
(2:40 – 2:45 p.m.)  
**Pg. 59**
- E. Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2007-08 Fund Estimates** Elizabeth Richards
- Informational*  
(2:45 – 2:50 p.m.)  
**Pg. 67**
- F. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2007-08** Elizabeth Richards
- Informational*  
(2:50 – 2:55 p.m.)  
**Pg. 75**
- G. Solano Travel Safety Plan and Priorities** Sam Shelton
- Informational*  
(2:55 – 3:00 p.m.)  
**Pg. 83**
- H. Safe Routes to School (SR2S) Update** Sam Shelton
- Informational*  
(3:00 - 3:05 p.m.)  
**Pg. 91**
- I. State Route (SR) 12 Safety Plan Update** Janet Adams
- Informational*  
(3:05 – 3:10 p.m.)  
**Pg. 109**

- J. Project Delivery Update** Sam Shelton  
*Informational*  
(3:10 – 3:15 p.m.)  
**Pg. 117**

**VIII. INFORMATION ITEMS – NO DISCUSSION**

- A. STA Board Meeting Highlights – February 14, 2007** Johanna Masiclat  
*Informational*  
**Pg. 121**
- B. Updated STA Board and Advisory Committee Meeting Schedule for 2007** Johanna Masiclat  
*Informational*  
**Pg. 127**
- C. Draft Business Plan Update FY 2006-07 and FY 2007-08 for the Capitol Corridor and Public Workshops** Jayne Bauer  
*Informational*  
**Pg. 131**
- D. Funding Opportunities Summary** Robert Guerrero  
*Informational*  
**Pg. 166**

**IX. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, March 28, 2007.**



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting**  
**January 31, 2007**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:35 p.m. in the Solano Transportation Authority's Conference Room.

**Present:**

|                             |                  |                     |
|-----------------------------|------------------|---------------------|
| <b>TAC Members Present:</b> | Dan Schiada      | City of Benicia     |
|                             | Royce Cunningham | City of Dixon       |
|                             | Gene Cortright   | City of Fairfield   |
|                             | Lee Evans        | City of Suisun City |
|                             | Dale Pfeiffer    | City of Vacaville   |
|                             | Gary Leach       | City of Vallejo     |
|                             | Paul Wiese       | County of Solano    |

**STA Staff Present:**

|                    |          |
|--------------------|----------|
| Daryl Halls        | STA      |
| Janet Adams        | STA      |
| Elizabeth Richards | STA/SNCI |
| Jayne Bauer        | STA      |
| Robert Guerrero    | STA      |
| Sam Shelton        | STA      |
| Johanna Masiclat   | STA      |

**Others Present:**

|                   |                               |
|-------------------|-------------------------------|
| Sean Co           | MTC                           |
| Birgitta Corsello | County of Solano              |
| June Guidotti     | Resident, City of Suisun City |
| George Guynn, Jr. | Resident, City of Suisun City |
| Ed Huestis        | City of Vacaville             |
| Mike Kerns        | MTC                           |
| Jeff Knowles      | City of Vacaville             |
| Joy Lee           | MTC                           |
| Eva Levaestu      | Pedestrian Advisory Committee |
| Alysa Majer       | City of Suisun City           |
| Dave Millar       | PBS&J                         |
| Cameron Oakes     | Caltrans District 4           |

## **II. APPROVAL OF AGENDA**

By consensus, the STA TAC unanimously approved the agenda.

## **III. OPPORTUNITY FOR PUBLIC COMMENT**

George Gwenn, City of Suisun City resident, expressed his opposition to the I-80 HOV Lanes Project from Red Top Road to Air Base Parkway.

June Guidotti, City of Suisun City resident, voiced concerns about traffic on State Route (SR) 12 and county roads adjacent to the landfill.

## **IV. REPORTS FROM CALTRANS, MTC AND STA STAFF**

**Caltrans:** None presented.

**MTC:** MTC Presentations:

- MTC's I-80 Freeway Performance Initiative - Joy Lee.
- MTC's Routine Accommodations for Bicycles - Sean Co.

**STA:** None presented.

## **V. CONSENT CALENDAR**

On a motion by Gary Leach, and a second by Gene Cortright, the STA TAC unanimously approved Consent Calendar Items A through E.

### Recommendations:

**A. Minutes of the TAC Meeting of January 3, 2007**

Recommendation:

Approve minutes of January 3, 2007

**B. STA Board Meeting Highlights – January 10, 2007**

Informational

**C. Updated STA Board and Advisory Committee Meeting Schedule for 2007**

Informational

**D. Funding Opportunities Summary**

Informational

**E. Route 30 and 90 Service and Funding Agreement**

Recommendation:

Recommend the STA Board authorize the Executive Director to execute a service and funding agreement for Rts. 30 and 90 with Fairfield/Suisun Transit.

## VI. ACTION ITEMS

- A. **2006 State Transportation Improvement Program (STIP) – Augmentation**  
Janet Adams reviewed the staff recommended 2006 STIP Augmentation of Highway and PTA funds. She added that staff also recommends the Jameson Canyon project as part of an overall leveraging of the Proposition 1B CMIA funds for the project in partnership with Napa County committing some of their STIP.

Recommendation:

Forward a recommendation to the STA Board to approve the programming of 2006 STIP Augmentation funds as shown in Attachment A.

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

- B. **Programming of Planning, Programming and Monitoring (PPM) Fiscal Year (FY) 2007-08 Work Plan**

Janet Adams reviewed the proposed FY 2007-08 PPM Work Plan. She noted that the Work Plan is made up of five (5) parts, which includes in part; hiring a full time STA project manager, updating the State Route (SR) 12 and I-80/I-680/I-780 Corridor and Major Investment Studies (MIS).

Recommendation:

Forward a recommendation to the STA Board to approve FY 2007-08 Planning, Programming and Monitoring (PPM) Work Plan.

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

- C. **Transit Capital Funding Plan**

Elizabeth Richards reviewed the development of a draft comprehensive Transit Capital Plan and the potential funding available for local bus replacements in Solano County. She summarized the four (4) options developed to address STA's priorities for STAF Northern Counties share funding and the needs for bus replacement.

Based on input from an earlier meeting, the Consortium requested modifications to the recommendation and that recommendation no. 2 be tabled until the next meeting in February. The STA TAC concurred and the recommendation reads as follows:

Recommendation:

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

1. ~~Option 2 for~~ The allocation of \$1 million of STAF *for Rts. 30 and 90 vehicle replacement and operating cost.*
2. *Revisit this issue subject to MTC completing the adoption of its policy of allocating STAF population funds regarding bus replacements.*
- ~~2. Transit Capital funds for regional capital funding from Prop 1B transit for bus replacement and other transit capital needs.~~

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC approved the recommendation as amended shown in ~~strikethrough~~ **bold italics**.

**D. Solano Bicycle Pedestrian Program (SBPP) Fiscal Year (FY) 2007-08 Project Approvals and Program Guideline Revisions**

Robert Guerrero summarized the three (3)-year Solano Bicycle Pedestrian Program (SBPP) Plan and the Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), and Technical Advisory Committee (TAC) recommended revisions to the guidelines and criteria.

Dale Pfeiffer, City of Vacaville, requested Robert Guerrero to clarify the STA TAC's role in reviewing the SBPP recommendations prior to Board approval in the revised SBPP Program Guidelines. Robert stated the BAC would first review the proposed SBPP projects and funding amounts. It is expected to have the TAC take action on the SBPP at the February 2007 meeting.

Recommendation:

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

1. ~~Solano Bicycle Pedestrian Program (SBPP) Projects and Funding Amount as indicated for FY 2007-08 in Attachment A.~~
2. Revisions to the Solano Bicycle & Pedestrian Program's (SBPP) Guidelines and Criteria as indicated in Attachment B.

On a motion by Dale Pfeiffer, and a second by Royce Cunningham, the STA TAC approved the recommendation as amended shown in ~~strikethrough~~ and **bold italics** to include City of Vacaville's request for clarification from STA staff on the STA TAC's role in reviewing the SBPP recommendations prior to Board approval in the revised SBPP Program Guidelines.

**E. Legislative Update – January 2007**

Jayne Bauer summarized the Governor's proposed State Budget for 2007-08. She introduced two bills (AB) 112 (Wolk) SR 12 Highway Safety Enhancement, Double Fine Zone and ACR 7 (Wolk) Officer David Lamoree Memorial Highway (SR 12) which have not yet been forwarded to any legislative committees.

Recommendation:

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

- AB 112 (Wolk) – Sponsor and support
- ACR 7 (Wolk) – Cosponsor and support

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

## **VII. INFORMATION ITEMS**

### **A. Routes of Regional Significance Criteria**

Janet Adams reviewed letters received to date from the cities of Benicia and Rio Vista and the County of Solano that would potentially qualify for regional funding under STA's recently adopted 50/50 regional/local funding policy.

Janet also reviewed and sought TAC input to the proposed criteria. General consensus was reached on the proposed criteria.

### **B. 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. SR 12 SHOPP Projects**

Janet Adams provided status report on highway projects in Solano County funded from a variety of Federal, State, and local fund sources.

### **C. State Route (SR) Safety 12 Update**

Janet Adams informed the TAC that the CHP and OTS are expected to commit OTS reserve funds to heightened traffic enforcement along the SR 12 corridor between I-80 and I-5.

### **D. Status Report on State Route (SR) 113 Corridor Study**

Robert Guerrero announced that staff recommended Kimley Horn and Associates to assist MTC and STA in completing the SR 113 Major Investment and Corridor Study.

### **E. Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2007-08 Status**

Elizabeth Richards stated that the status of STAF for FY 2007-08 is in flux. The Governor's State Budget released the week of January 15<sup>th</sup> suggests a scenario that would significantly decrease STAF funds.

### **F. Update of Fiscal Year (FY) 2007-08 Intercity Transit Funding (ITF) Agreement**

Elizabeth Richards reviewed the proposed intercity cost sharing formula dated January 17, 2007 and the definition of intercity routes for inclusion in Intercity Transit Funding Agreements.

### **G. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2007-08**

Elizabeth Richards highlighted the transcript of the comments received at the MTC unmet transit needs public hearing held in Solano County in December 11, 2006.

- H. 2009 Metropolitan Transportation Commission (MTC) Regional Transportation Plan (RTP) Approach and Schedule**  
Robert Guerrero defined MTC's general approach and schedule proposed for the 2009 RTP.
  
- I. Metropolitan Transportation Commission (MTC) Routine Accommodation of Bicyclist and Pedestrians in the Bay Area**  
This item was presented by MTC under Agenda Item IV.
  
- J. Safe Routes to School (SR2S) Update**  
Sam Shelton provided a status report on the SR2S Program which included a countywide summary as well as a status of each community involved in the program.
  
- K. Project Delivery Update**  
Sam Shelton reminded the STA TAC about upcoming project delivery deadlines.

## **VIII. ADJOURNMENT**

The meeting was adjourned at 3:30 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, February 28, 2007.**



DATE: February 15, 2007  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Fiscal Year (FY) 2006-07 Transportation Funds 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. Two air districts, the BAAQMD and the Yolo Solano Air Quality Management District (YSAQMD), divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are located in the Bay Area Air Basin, and therefore are eligible to apply for these funds.

Funding for the TFCA program is provided by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The BAAQMD distributes regionally 60% of the entire TFCA funds through a competitive process; the remaining 40% are for TFCA Program Manager projects. Program Manager projects are reviewed and approved by the Congestion Management Agency (or other BAAQMD designated agency) from each county in the BAAQMD. The STA is designated the "Program Manager" of the 40% TFCA funding for Solano County and manages approximately \$315,000 in annual TFCA funding.

On March 8, 2006, the STA Board adopted an Alternative Modes Strategy that committed \$195,000 to the Solano Napa Commuter Information's Rideshare Program on an annual basis. The remaining balance of the TFCA Program Manager funds is committed to other eligible project sponsors for bicycle, pedestrian, and other clean air projects/activities.

As the designated Program Manager, the STA Board annually adopts TFCA Program Manager Guidelines based on the updated BAAQMD's TFCA Regional and Program Manager Guidelines to ensure the guidelines are consistent at the regional and local level. The guidelines include the following information:

1. Basic eligibility
2. Ineligible project information
3. Types of eligible projects

Lastly, although Program Managers review and approve TFCA Program Manager Projects, the BAAQMD ultimately approves the funding for each project based on specific air emission/air quality benefit cost effective formulas for each project category.

**Discussion:**

Attached is the proposed FY 2007-08 Solano TFCA 40% Program Manager Fund Guidelines that reflect the final BAAQMD Program Manager Guidelines adopted in January 2007. The FY 2007-08 Solano TFCA Guidelines include the following summarized revisions (see Attachment A for more details):

1. Non-public entities are now eligible and can be funded up to a maximum of for up \$500,000 in TFCA Program Manager Funds (see sections 3 & 17).
2. Projects are eligible only if they can commence in calendar year 2008 or earlier (see section 7).
3. Projects cannot be reimbursed for costs associated with the project until a signed funding agreement is in place between the BAAQMD and the STA (see section 10).
4. The STA may approve no more than two one-year schedule extensions for any given project (see section 16).

STA staff is recommending the STA Board approve the attached guidelines and issue a call for projects to eligible applicants at this time. Based upon the STA Board decision, the tentative schedule for the FY 2007-08 TFCA cycle will be as follows:

- |  |                           |
|--|---------------------------|
| 1. STA Board Approves TFCA Guidelines and Call for Projects.                       | Wednesday, March 14, 2007 |
| 2. Tentative Deadline for FY 07-08 Applications                                    | Thursday, April 5, 2007   |
| 3. TAC and Consortium reviews and recommends applications for STA Board to approve | Wednesday, April 25, 2007 |
| 4. STA Board Approves TFCA Projects  | Wednesday, May 9, 2007    |

**Fiscal Impact:**

The STA receives a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues from the BAAQMD for Solano County to administer this program. An estimated \$120,000 in FY 2007-08 TFCA funds is available to five STA member agencies consistent with the STA's Alternative Modes Strategy.

**Recommendation:**

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

1. FY 2007-08 Solano TFCA 40% Program Manager Guidelines.
2. Authorize the Executive Director to initiate a Call for Projects for the FY 2007-08 TFCA Program Manager Funds.

Attachment:

- A. FY 2007-08 Solano TFCA 40% Program Manager Guidelines

Solano  
Transportation for Clean Fund (TFCA)  
40% Program Manager Guidelines

2007-08



**Introduction**

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. This includes projects such as clean air vehicle infrastructure, clean air vehicle purchase, shuttle bus services, bicycle paths and facilities, and alternative modes promotional/ educational projects. Two air districts - the BAAQMD and the Yolo Solano Air Quality Management District (YSAQMD) - divide Solano County. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of unincorporated Solano County are located in the BAAQMD air basin, and therefore are eligible to apply for BAAQMD TFCA funds.

Funding for the TFCA Program Manager Funds are provided by a 40% proportion of a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. The Solano Transportation Authority (STA) is designated the 'Program Manager' of the TFCA 40% Program Manager funding for Solano County.

The Solano TFCA Program Manager Guidelines are based solely on the BAAQMD's TFCA Policies and Evaluation Criteria. A copy of the BAAQMD Guidelines on the BAAQMD webpage at:

[www.baawmd.gov/pln/grants\\_and\\_incentives/tfca/FINAL%20Policies%20&%20Crit%2005-06.pdf](http://www.baawmd.gov/pln/grants_and_incentives/tfca/FINAL%20Policies%20&%20Crit%2005-06.pdf)

**Available Funding:**

Approximately \$120,000.

**Proposed Schedule:**

|  |                          |
|--|--------------------------|
| STA Board issues call for TFCA Projects          | March 14, 2007           |
| 2007-08 Electronic Applications Submitted to STA | 3:00p.m.-April 5th, 2007 |
| TAC Reviews and Recommend Applications           | April 25, 2007           |
| STA Board Approves applications                  | May 9, 2007              |

**Example Project Types:**

The following are eligible project types for TFCA funding:

1. Voluntary trip reduction programs or implementation of ridesharing programs.
2. Purchase or lease of clean fuel buses for school districts and transit operators.
3. Provision of low emission and/or high ridership feeder bus or shuttle service to rail, ferry stations and to airports.
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
5. Implementation of compressed natural gas (CNG) and fuel cell demonstration projects.
6. Clean air vehicles infrastructure projects for both fuel cell and CNG facilities.

### **Basic Eligibility**

1. **Reduction of Emissions:** A project must result in the reduction of motor vehicle emissions within the Air District's jurisdiction to be considered eligible for TFCA funding. Projects that are subject to emission reduction regulations, contracts, or other legal obligations must achieve surplus emission reductions to be considered for TFCA funding. Surplus emission reductions are those that exceed the requirements of applicable State or federal regulations or other legal obligations at the time the Air District Board of Directors approves a grant award. Planning activities (e.g., feasibility studies) that are not directly related to the implementation of a specific project are not eligible for TFCA funding.
2. **TFCA Cost-Effectiveness:** The Air District will only approve grant awards for projects included in Program Manager expenditure plans that achieve a TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total ROG, NO<sub>x</sub> and weighted PM<sub>10</sub> emissions reduced (\$/ton). TFCA Program Manager administrative costs are excluded from the calculation of TFCA cost-effectiveness.
3. **Viable Project:** Each grant application should clearly identify sufficient resources to complete the respective project. Grant applications that are speculative in nature, or contingent on the availability of unknown resources or funds, will not be considered for funding.
4. **Eligible Recipients:** TFCA grants may be awarded to public agencies and non-public entities. Eligible grant recipients must be responsible for the implementation of the project and have the authority and capability to complete the project. Non-public entities may only be awarded TFCA grants to implement clean air vehicle projects to reduce mobile source emissions within the Air District's jurisdiction for the duration of the useful life of the vehicle(s), including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstration projects.

As a condition of receiving TFCA funds for projects sponsored by non-public entities, a County Program Manager must provide a written, binding agreement that commits the non-public entity to operate the clean air vehicle(s) within the Air District for the duration of the useful life of the vehicle(s).

5. **Public Agencies Applying on Behalf of Non-Public Entities:** A public agency may apply for TFCA funds for clean air vehicles on behalf of a non-public entity. As a condition of receiving TFCA funds on behalf of a non-public entity, the public agency shall enter into a funding agreement with the Air District and provide a written, binding agreement that commits the non-public entity to operate the clean air vehicle(s) within the Air District for the duration of the useful life of the vehicle(s).
6. **Consistent with Existing Plans and Programs:** All projects must conform to the types of projects listed in the California Health and Safety Code Section 44241 and the transportation control measures and mobile source measures included in the Air

District's most recently approved strategy(ies) for State and national ozone standards and, when applicable, with other adopted State and local plans and programs.

7. **Readiness:** A project will be considered for TFCA funding only if the project will commence in calendar year 2008 or sooner. For purposes of this policy, “commence” means to order or accept delivery of vehicles or other equipment being purchased as part of the project, to begin delivery of the service or product provided by the project, or to award a construction contract.
8. **Maximum Two Year Operating Costs:** TFCA grant applications that request operating funds to provide a service, such as ridesharing programs, bicycle stations, and shuttle and feeder bus projects, are eligible for funding for up to two years. Applicants who seek TFCA funds for additional years must re-apply for funding in the subsequent funding cycles.

#### **Applicant In Good Standing**

9. **Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding for five (5) years, or another duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.
10. **Signed Funding Agreement:** Only a fully executed funding agreement (i.e., signed by both the Air District and the County Program Manager) constitutes a final approval and obligation on the part of the Air District to fund a project. While the Air District Board of Directors must approve the Air District staff's recommendation for TFCA grant awards, Board approval does not constitute a final obligation on the part of the Air District to fund a project. No payment requests associated with the implementation of a project will be processed if: a) the funding agreement for the project has not been fully and properly executed, b) the costs in the payment request were incurred before the date that the funding agreement was executed, or c) the project is no longer eligible for TFCA funding (e.g., due to additional information becoming available after grant award approval by the Air District Board of Directors).

#### **Ineligible Projects**

11. **Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects and therefore do not achieve additional emission reductions will not be considered for funding. Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.

12. **Employee Subsidy:** Grant applications for projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the project sponsor will not be considered for funding. For projects that provide such subsidies, the direct or indirect financial transit or rideshare subsidy must be available, in addition to the employees of the project sponsor, to employees other than those of the project sponsor.

#### Use of TFCA Funds

13. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds for the funding of an eligible project. For the purpose of calculating TFCA cost-effectiveness, the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.
14. **Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.
15. **Administrative Costs:** Administrative costs for TFCA County Program Manager Funds are limited to a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues that correspond to each county, received in a given year. Interest earned on prior DMV funds received shall not be included in the calculation of the administrative costs.

All reimbursement with TFCA funds of administrative costs (i.e., direct and indirect) must be requested and justified in writing in the project application or expenditure plan, and approved in advance and in writing by the Air District.

16. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a longer period is formally (i.e., in writing) approved in advance by the County Program Manager. County Program Managers may approve no more than two (2) one-year (1-year) schedule extensions for a project, and must notify the Air District of each extension. Any subsequent schedule extensions for projects can only be given if written approval is received by the Program Manager from the Air District.

#### Clean Air Vehicle Projects

17. **Non-public entities:** Non-public entities may only apply for funding for clean air vehicle projects. No single non-public entity may be awarded more than \$500,000 in TFCA County Program Manager Funds for clean air vehicle projects in each funding cycle.
18. **Light-Duty Clean Air Vehicle Eligibility:** For TFCA purposes, light-duty vehicles are those 10,000 pounds gross vehicle weight (GVW) or lighter. All light-duty chassis-certified vehicles certified by the California Air Resources Board (CARB) as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards are eligible for TFCA funding.

Gasoline and diesel vehicles are not eligible for TFCA funding. Hybrid-electric vehicles that meet the SULEV, PZEV, AT-PZEV, or ZEV standards are eligible for TFCA funding.

- 19. Light-Duty Clean Air Vehicle Funding Participation:** For light-duty clean air vehicle projects for passenger cars, pick-up trucks, and vans, project sponsors may receive no more than the following funding incentive amounts:

| <b>Emission Rating</b> | <b>Vehicle Type</b>           | <b>Incentive Amount</b> |
|------------------------|-------------------------------|-------------------------|
| PZEV/SULEV             | Hybrid electric               | \$2,000                 |
| PZEV/SULEV             | Natural gas / propane         | \$4,000                 |
| ZEV                    | Highway battery electric      | \$5,000                 |
| ZEV                    | City battery electric         | \$3,000                 |
| ZEV                    | Neighborhood battery electric | \$1,000                 |
| ZEV                    | 3-wheel battery electric      | \$1,000                 |

These incentive amounts above will be pro-rated for leased vehicles in those cases where the vehicle is available for purchase. The incentive amounts for partial zero emission vehicles (PZEV) and advanced technology-partial zero emission vehicles (AT-PZEV) are the same as for SULEV-rated vehicles.

**20. Heavy-Duty Clean Air Vehicles**

**Eligibility:** Heavy-duty vehicles are on-road motor vehicles with a GVW of 10,001 pounds or heavier. To qualify for TFCA funding, a heavy-duty vehicle project must provide surplus emission reductions beyond the requirements of any applicable State or federal standard, regulation, contract or other legal obligation. In addition, advanced technology heavy-duty vehicle projects can be funded with TFCA revenues.

**Funding Participation:** Project sponsors may be awarded TFCA funds to cover no more than the incremental cost of the new cleaner vehicle. This includes public transit agencies that have elected to pursue the “alternative fuel” path under CARB’s urban transit bus regulation. Incremental cost is the difference in the purchase or lease price of the new clean air vehicle and its new diesel counterpart. Compliance with the cost-effectiveness requirement is not waived or altered by this policy.

**Scrapping Requirements:** Project sponsors of heavy-duty vehicles purchased or leased with TFCA funds that have model year 1993 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1993 or older vehicle for each new vehicle purchased or leased with TFCA funds. Project sponsors with only model year 1994 and newer vehicles in their fleet may, but are not required to, scrap an existing operational diesel vehicle within their fleet. Emission reductions

associated with scrapping an existing operational diesel vehicle will be factored into the calculations of the overall emission reductions for the project. TFCA funds will not cover the cost of the scrapped vehicle.

**21. Reducing Emissions from Existing Heavy-Duty Diesel Engines:**

Options available to reduce emissions from existing heavy-duty diesel engines include:

- a) Repowers – To be eligible for TFCA funding, the new engine selected to repower an existing heavy-duty vehicle must reduce emissions by at least 15% compared to the direct exhaust emission standards of the existing engine that will be replaced.
- b) Diesel Emission Control Strategies – Diesel emission control strategies compatible with existing heavy-duty diesel engines are eligible for TFCA funding, subject to the conditions described below:
  - 1) All control strategies must be approved by CARB to reduce emissions from the relevant engine;
  - 2) TFCA will fund, at most, the incremental cost (over what is standard or required by regulation) of the emission control strategy; and
  - 3) The project sponsor must install the highest level (i.e., most effective) diesel emission control strategy that is approved by CARB for the specific engine.
- c) Clean Fuels or Additives – Clean fuels or additives compatible with existing heavy-duty engines are eligible for TFCA funding, subject to the conditions described below:
  - 1) All clean fuels or additives must be approved by CARB to reduce emissions and for use with the relevant engine; and
  - 2) TFCA will fund, at most, the incremental cost (over what is standard or required by regulation) of the clean fuel or additive.

**22. Bus Replacements:** For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons, including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.

**23. Advanced Technology Demonstration Projects:** Vehicle-based advanced technology demonstration projects are eligible for TFCA funding. Advanced technology demonstration projects are subject to the TFCA cost-effectiveness requirement, and grant applications for such projects must include best available data that can be used to estimate the cost-effectiveness of such projects.

### **Shuttle/Feeder Bus Service Projects**

**24. Shuttle/Feeder Bus Service:** Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route. The service route must go to or from a rail station, airport, or ferry terminal, and the project must:

- a) Be submitted by a public transit agency; or
- b) Be accompanied by documentation from the General Manager of the transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency revenue service.

All shuttle/feeder bus service to rail or ferry stations must be timed to meet the rail or ferry lines being served.

Independent (non-transit agency) shuttle/feeder bus projects that received TFCA funding prior to FY 2006/07 and obtained a letter of support from all potentially affected transit agencies need not comply with b) above unless funding is requested for a new or modified shuttle/feeder bus route.

All vehicles used in any shuttle/feeder bus service must meet the applicable CARB particulate matter (PM) standards for public transit fleets. For the purposes of TFCA funding, shuttle projects comply with these standards by using one of the following types of shuttle/feeder bus vehicles:

- a) an alternative fuel vehicle (CNG, LNG, propane, electric);
- b) a hybrid-electric vehicle;
- c) a post-1994 diesel vehicle and a diesel emission control strategy approved by CARB to reduce emissions from the relevant engine; or
- d) a post-1989 gasoline-fueled vehicle.

No other types of vehicles, except for those listed in a) through d) above, are eligible for funding as shuttle/feeder bus service projects.

### **Bicycle Projects**

**25. Bicycle Projects:** New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. For purposes of this policy, if there is no adopted countywide bicycle plan, the project must be in the county's CMP, or the responsible Congestion Management Agency must provide written intent to include the project in the next update of the CMP. Eligible projects are limited to the following types of bicycle facilities for public use: a) new Class-1 bicycle paths; b) new Class-2 bicycle lanes; c) new Class-3 bicycle routes; d) bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels; e) bicycle lockers; f) attended bicycle storage facilities; and g) development of a region-wide web-

based bicycle trip planning system. All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual.

#### **Arterial Management Projects**

- 26. Arterial Management:** Arterial management project applications must specifically identify a given arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects on arterials are eligible to receive TFCA funding. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more.

#### **Smart Growth Projects**

- 27. Smart Growth/Traffic Calming:** Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds subject to the following conditions: a) the development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, traffic-calming plan, or other similar plan; and b) the project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District strategy for State and national ozone standards. Pedestrian projects are eligible to receive TFCA funding. Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential and retail areas.

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DATE: February 16, 2007  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: Construction Contract Advertisement of I-80 Green Valley Bridge  
Widening Project

**Background:**

STA staff has been working with project consultants, Caltrans and FHWA to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, three environmental documents are concurrently being prepared, one of which is for the I-80 HOV Lanes project. The CEQA environmental document (Mitigated Negative Declaration) for the I-80 HOV Lanes project is scheduled to be approved by Caltrans by February 23, 2007. Detailed preliminary engineering is underway.

Consistent with STA Board direction, staff has been proceeding with the implementation for the I-80 HOV Lanes project. The I-80 Green Valley Bridge (GVB) will need to be widened on the outside as well as on the inside. With the short construction window allowed by the anticipated environmental permits, (June 1st to October 1st), it will take two construction seasons to complete both the inside and outside widening of this structure. In order to expedite the I-80 HOV Lane project schedule and facilitate Caltrans follow-on State Highway Operations and Protection Program (SHOPP) projects, it has been determined that an advanced construction package for the GVB outside widening would be advantageous and will save a year on the overall schedule for improvements in the I-80 Corridor. The STA will be taking the lead on construction of the Green Valley Bridge Widening project under an encroachment permit from Caltrans.

**Discussion:**

Staff recommends that the Board authorize the Executive Director to advertise the Green Valley Bridge Widening project in accordance with all applicable sections of the California Public Contract Code and solicit bids for the construction. This project will be advertised for a minimum of thirty days with bids anticipated to be opened on May 1, 2007 with contract award on May 9, 2007. The lowest responsible and responsive bidder will be presented to the Board for approval. PB Americas, the construction management firm currently retained by STA, will manage the project advertisement and bidding process under the direct oversight of STA staff.

However, it should be noted that the Biological Opinion (BO) from the US Fish and Wildlife Service and several permits need to be secured prior to awarding the construction contract, including permits from the Regional Water Quality Board, the US Army Corps of Engineers (USACE) and the Department of Fish and Game. At this point, it appears that the permits can be obtained, but the schedule is tight.

**Fiscal Impact:**

The Green Valley Creek widening project as included in this staff report is funded with Regional Measure 2 (RM 2) funds dedicated to the I-80 High Occupancy Vehicle (HOV) Lanes project and the I-80/I-680/SR12 Interchange project.

**Recommendation:**

Forward a recommendation to the STA Board authorizing the Executive Director to advertise the advance construction contract for the Green Valley Bridge Widening (for the I-80 HOV Lanes project).



DATE: February 16, 2007  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: I-80 High Occupancy Vehicle (HOV) Lanes California  
Environmental Quality Act (CEQA) Environmental  
Document (Mitigated Negative Declaration)

**Background:**

STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, three environmental documents are concurrently being prepared, one of which is for the I-80 HOV Lanes project. The I-80 HOV Lanes will add additional capacity to I-80 for approximately 8.7 miles from Red Top Road Interchange to just East of Air Base Parkway Interchange. The additional lanes in both west and eastbound will primarily be constructed in the existing median. The additional lanes will be enforced for carpools during peak commute periods only.

Caltrans is the Lead Agency for CEQA compliance for the I-80 HOV Lanes project and FHWA is the Lead Agency for NEPA compliance. STA is the project sponsor and will be providing funding for the construction of the I-80 HOV lanes project. As such, the STA is a Responsible Agency under CEQA for this project.

**Discussion:**

The STA in cooperation with Caltrans and FHWA prepared an Initial Study/Proposed Mitigated Negative Declaration (IS/MND) which was made available for a 30-day agency and public review beginning December 29, 2007. The public and agency comment period ended on February 1, 2007. Seven (7) comments were received (3 letters and 4 e-mails). Five of the comments were from residents, one from Supervisor Mike Reagan and one from the California Department of Fish and Game. Two of the comments (including Supervisor Reagan) suggested that the HOV Lanes include a toll lane function commonly known and a High Occupancy Toll (HOT) Lane while the other three comments were not in support of providing HOV lanes but would rather see mixed flow lanes added to Interstate 80. The California Department of Fish and Game suggested additional measures to further protect biological resources in the project area.

Caltrans is expected to approve the Mitigated Negative Declaration by the end of February 2007. Provided Caltrans approves the Mitigated Negative Declaration as planned, STA staff is recommending it be brought to the STA Board for consideration of approval at the March 2007 Board Meeting. FHWA will be approving a Categorical Exclusion (CE) for the project later this spring.

**Fiscal Impact:**

The I-80 HOV Lanes project is being funded with Regional Measure 2 (RM2) funds. There is no fiscal impact to the STA by this proposed action.

**Recommendation:**

Forward a recommendation to the STA Board to approve the Mitigated Negative Declaration (MND) for the I-80 HOV Lanes project and file a Notice of Determination (NOD).

Note: Document available upon request.



DATE: February 20, 2007  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: Project Study Report Priorities for Caltrans Oversight

**Background:**

A Project Study Report (PSR) is a preliminary engineering report, the purpose of which is to document agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) requires a completed PSR for projects before being added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. PSR's will to be completed by a local agency still requires Caltrans oversight and ultimate approval.

Throughout Solano County, several local agencies have initiated or are about to initiate PSR's which will require Caltrans oversight and approval. This effort requires Caltrans to provide adequate resources to fulfill the responsibility of this oversight. Currently the value of work (capital improvements) requiring a PSR and oversight by Caltrans is \$1 million. It is expected this threshold will increase this Spring to \$2 million.

However, the State Highway Operations & Protection Program (SHOPP) projects (which Caltrans is the lead agency), will take a priority over local projects given Caltrans mission for preservation of the State Highway System.

**Discussion:**

On January 24, 2007 (see Attachment A) STA received a letter from by Lee Taubeneck, Deputy District Director, Caltrans District 4 requesting STA to provide a recommendation of priority preliminary engineering projects for oversight by Caltrans. This request is in preparation of the District 4 Caltrans Planning Division requesting resources for the next fiscal year.

In October 2006, the STA Board submitted the following two-year priority list to Caltrans:

| FY 2006-07 |           |  |            |              |
|------------|-----------|--|------------|--------------|
| Priority   | Agency    | Project  | PSR        | Construction |
| 1          | Vacaville | Lagoon Valley Blvd./Ramps PSR/PR                   | Funded     | Funded       |
| 2          | STA       | I-80 HOV Lane/Turner Overcrossing PSR              | Funded     | Not Funded   |
| 3          | STA       | State Route (SR) 12/Church Road PSR                | Funded     | Funded       |
| 4          | Benicia   | State Park Road Bike/Pedestrian Bridge             | Funded     | Funded       |
| 5          | Vallejo   | I-80/American Canyon/ Hiddenbrooke Interchange PSR | Funded     | Funded       |
| 6          | Vacaville | Vaca Valley/I-505 Signal and Ramp Project          | Funded     | Funded       |
| FY 2007-08 |           |  |            |              |
| Priority   | Agency    | Project  | PSR        | Construction |
|            | STA       | Rio Vista Preliminary Bridge Study                 | Funded     | Not Funded   |
|            | Vacaville | California Drive PSR                               | Funded     | Not Funded   |
|            | Vacaville | I-505 Weave Correction Project PSR                 | Not Funded | Not Funded   |
|            | Caltrans  | I-80 EB Aux lanes; Travis Blvd to AB Pkwy PSR      | Not Funded | Not Funded   |

In mid-February 2007, STA staff asked for the local agencies to submit their priority projects for consideration of inclusion in a countywide priority list.

Based on responses from the Solano County local agencies, the following list of projects were submitted to STA for consideration by the TAC in seeking prioritization of work for Caltrans oversight:

- Vallejo: I-80/American Canyon/ Hiddenbrooke Interchange PSR (Less than \$2 million)
- Benicia: State Park Road Bike/Pedestrian Br. PSR (Caltrans Lead)
- Fairfield: I-80 WB/EB Aux Lane Travis to Airbase Parkway PSR (Caltrans Lead)
- Vacaville: Lagoon Valley Blvd./EB I-80 Ramps PSR/PR  
I-505 SB Ramps/Vaca Valley Pkwy Interim Signal Widening Project PSR (Less than \$2 million)  
California Drive PSR  
I-505 Weave Correction Project PSR
- STA: I-80 HOV Lane/Turner Overcrossing PSR  
Rio Vista Preliminary Bridge Study  
State Route (SR) 12/Church Road PSR

County: I-80 HOV Lane/Turner Overcrossing PSR  
 Suisun City: None  
 Rio Vista: None  
 Dixon: I-80/Pitt School Road Interchange PSR  
 I-80/West A Street Interchange PSR

Based on the request from Caltrans, the County needs to develop an overall priority list for projects that will be working on PSRs or desire to begin PSR over the next year. Based on this submittal to Caltrans by the Bay Area Congestion Management Agencies (CMAs), the local Caltrans District 4 office would be provided with resources for this work load. The actual resources that would be provided to the local Caltrans office would not be known until the start of the fiscal year, however, indicators should be known by the May Revise to the Governors Budget.

Due to increases in the capital costs for construction, Caltrans is moving forward with increasing the maximum estimated value for work within the Caltrans Right-of-Way that can be completed under an encroachment permit. The increased value is up from the previous \$1 million to \$2 million. However, a local agency should always confirm the approach of moving to an encroachment permit with Caltrans Local Assistance and Caltrans Advanced Planning in advance to be sure the proposed work is not considered complex whereas Caltrans would require a PSR.

Here is the proposed priority list:

| Priority | Agency             | Project                                       | PSR        |             | Const      |
|----------|--------------------|---|------------|-------------|------------|
| 1        | Vacaville          | Lagoon Valley Blvd./Ramps PSR/PR              | Funded     | Started     | Funded     |
| 2        | STA                | State Route (SR) 12/Church Road PSR           | Funded     | Pending     | Funded     |
| 3        | STA/County         | I-80 HOV Lane/Turner Overcrossing PSR         | Funded     | Pending     | Not Funded |
| 4        | Caltrans/Benicia   | State Park Road Bike/Pedestrian Bridge        | Funded     | Started     | Funded     |
| 5        | STA                | Rio Vista Preliminary Bridge Study            | Funded     | Pending     | Not Funded |
| 6        | Vacaville          | California Drive PSR                          | Funded     | Started     | Not Funded |
| 7        | Dixon              | I-80/Pitt School Road I/C                     | Funded     | Not Started | Unknown    |
| 8        | Dixon              | I-80/West A Street I/C                        | Funded     | Not Started | Unknown    |
| 9        | Caltrans           | I-80 EB Aux lanes; Travis Blvd to AB Pkwy PSR | Not Funded | Stopped     | Not Funded |
| 10       | Caltrans/Vacaville | I-505 Weave Correction Project PSR            | Not Funded | Not Started | Not Funded |

**Fiscal Impact:**

Generally there are no fiscal impacts for this issue as this subject is related to the development of priorities.

**Recommendation:**

Recommend the STA Board adopt the Project Study Report Priority List for Caltrans oversight as specified in Attachment B for Solano County.

**Attachments:**

- A. Caltrans Letter Dated January 22, 2007
- B. Proposed Project Study Report Priority List

## DEPARTMENT OF TRANSPORTATION

P. O. Box 23660  
Oakland, CA 94623-0660  
Phone (510) 286-5908  
Fax (510) 286-6447  
TDD (510) 286-4454



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SOLANO TRANSPORTATION  
AUTHORITY

January 22, 2007

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

Dear Daryl:

Pursuant to the Memorandum of Understanding (MOU) between the State of California Department of Transportation (Department) and the Metropolitan Transportation Commission (MTC) concerning the development of the regional priority list for preparing Project Study Reports (PSRs), the Department and MTC request a comprehensive list of PSRs from Congestion Management Agencies (CMAs) in order to anticipate the level of District 4 staff resources available to prepare PSRs in-house or to provide PSR oversight. In order to comply with the schedule contained in this MOU, a prioritized list of PSRs should be submitted to the address shown below no later than March 15, 2007, for work to be done for the subsequent State Transportation Improvement Plan (STIP) cycle.

Val Ignacio  
Chief, Office of Advance Planning  
Caltrans District 4  
111 Grand Ave, Mail Stop # 10A  
P.O. Box 23660  
Oakland, CA 94623-0660

I look forward to working together to balance available resources to meet the project delivery needs of the District 4 CMAs. If you have any questions or need additional information regarding this matter, please contact Val Ignacio of my staff at (510) 286-5566.

Sincerely,

LEE TAUBENECK  
District Deputy Director  
Division of Transportation Planning/Local Assistance

*"Caltrans improves mobility across California"*

**ATTACHMENT B**

**STA Priority List Project Study Reports  
February 2007**

| Priority | Agency                 | Project  | PSR           |                | Const.     |
|----------|------------------------|--|---------------|----------------|------------|
| 1        | Vacaville              | Lagoon Valley Blvd./Ramps<br>PSR/PR              | Funded        | Started        | Funded     |
| 2        | STA                    | State Route (SR) 12/Church<br>Road PSR           | Funded        | Pending        | Funded     |
| 3        | STA/County             | I-80 HOV Lane/Turner<br>Overcrossing PSR         | Funded        | Pending        | Not Funded |
| 4        | Caltrans/<br>Benicia   | State Park Road Bike/Pedestrian<br>Bridge        | Funded        | Started        | Funded     |
| 5        | STA                    | Rio Vista Preliminary Bridge<br>Study            | Funded        | Pending        | Not Funded |
| 6        | Vacaville              | California Drive PSR                             | Funded        | Started        | Not Funded |
| 7        | Dixon                  | I-80/Pitt School Road I/C                        | Funded        | Not<br>Started | Unknown    |
| 8        | Dixon                  | I-80/West A Street I/C                           | Funded        | Not<br>Started | Unknown    |
| 9        | Caltrans               | I-80 EB Aux lanes; Travis Blvd<br>to AB Pkwy PSR | Not<br>Funded | Stopped        | Not Funded |
| 10       | Caltrans/<br>Vacaville | I-505 Weave Correction Project<br>PSR            | Not<br>Funded | Not<br>Started | Not Funded |



DATE: February 20, 2007  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Transit Capital and Operating Funding

**Background:**

There are two major transit funding policy issues currently under discussion at the regional level that could significantly impact Solano transit operators. One of these is related to Prop. 1B Transit Capital funding. The second issue concerns how population-based State Transit Assistance Funds (STAF) will be distributed in the future. The outcome of these issues would impact how locally controlled Northern County State Transit Assistance Funds (STAF) currently being reserved for transit vehicle replacements would be allocated.

The Solano Transportation Authority (STA) coordinates the allocation of State Transit Assistance Funds (STAF) - Northern Counties funds each fiscal year. These funds are eligible for use on bus replacements and other transit needs. In FY 2006-07, there was a one-time increase in funds due to State budget increases, implementation of Prop. 42, and spillover revenues to the Public Transportation Account. Given the one-time nature of these funds, the STA Board approved that a significant portion (\$1 million) of the additional increment from FY 2006-07 be used for transit capital purchases.

Because the vehicle replacements could be funded by Prop. 1B funds, the STA Board decided at their February 2007 meeting to allocate the \$1 million in Northern County STAF funds to the two STA managed intercity bus routes (Routes 30 and 90). These vehicles used on these two routes do not need replacing for a number of years. A second action was taken to reconsider the \$1 million allocation once the funding level and projects for Solano from Prop. 1B was determined.

**Discussion:**

Prop. 1B Transit Capital Funds are projected to provide \$4 billion statewide and \$347 million for the Bay Area Regional Transit Capital Needs. The Metropolitan Transportation Commission (MTC) is the entity deciding how this \$347 million will be distributed to the nine county Bay Area.

Large transit operators in the Bay Area have massive capital needs. For instance, the Bay Area Rapid Transit (BART) has a transit capital need for over \$2 billion for replacement and rehabilitation of its facilities over the next 23 years. AC Transit has \$100 million or more of unfunded capital needs in the same time period. Small operators also have significant needs that cannot be funded from traditional revenue sources. In addition, facilities and vehicles for expansion are also an issue for both small and large operators.

Staff initially expected a major policy discussion at MTC regarding the distribution of the Prop. 1B transit capital funds prior to the allocation of Proposition 1B Transit Capital funds. However, MTC staff has begun recommending the allocation of these funds with the approval of \$24 million to BART as part of a multi-agency negotiation which included SamTrans and was related to the extension of BART to San Francisco International Airport (SFO) in San Mateo County. There are likely other deals in the works and there may be a proposal by MTC staff as soon as March 7<sup>th</sup>. Lacking a major policy discussion, the North Bay Congestion Management Agencies (CMAs), small operators, and others are working together to recommend that the Prop. 1B Transit Capital Funds will be distributed based on County population share. For Solano, this would be \$18-\$20 million (see Attachment A). To develop a comprehensive Transit Capital Plan for Solano, transit operators were recently requested to prepare and submit to the STA transit capital needs beyond vehicle replacement (see Attachment B). The potential \$18-\$20 million would fund a significant portion of Solano County's immediate and future transit capital needs.

The second policy issue concerns how population-based STAF will be allocated in the future. Throughout most of the state, these funds flow directly to the transit operators and county transportation agencies. However, in the Bay Area the 50 percent population share flows directly to MTC for allocation at its discretion. Under existing MTC policy which has been in place for over a decade, these funds have been allocated to three primary categories: 1) 4 North Bay counties; 2) Small operators (including Vallejo Transit); and 3) Paratransit for all nine counties.

However, in the past five years, MTC has focused on allocating projected growth in these revenues as a result of the passage of Proposition 42 to regional programs. In the 2005 Regional Transportation Plan (RTP), MTC assigned approximately \$216 million of these funds to new "Lifeline" program targeting communities of concern, and approximately \$104 million for Translink and other "Transit Connectivity" improvements. Of concern to staff was that these programs were created and funded with this fund source without an assessment of what the funds could otherwise have been used for.

Not only will Prop. 42 increase STAF revenues, STAF is sales tax based and growth on the base is expected as well. Small operators are in need of additional operating funds for both fixed-route and paratransit services. The growing STAF revenue can be used for a variety of transit purposes, including operating. However, there have been suggestions from MTC that accessing these funds may be made contingent upon new requirements such as transit consolidation, enhanced transit coordination, and other policies that have yet to be identified.

Most of the small operators are located in the North and East Bay. The CMAs in these areas, and the small operators are working together on this issue. Several key points being advanced are to: 1) protect existing allocation levels for small operators, with appropriate provisions to protect against future erosion of that purchasing power; 2) provide small operators with a significant portion of future growth from this source to address expanding service needs; and 3) remove the Consumer Price Index (CPI) cap on funds flowing to transit providers for paratransit services from this source.

**Fiscal Impact:**

Pursuing the proposed policy direction is an effort to maximize, or at minimum maintain, future operating and capital funding for local transit operators and the Solano Transportation Authority. There is no impact to the STA budget to advocate for these policies.

**Recommendations:**

Recommend to the STA Board to approve the following:

1. Request Prop 1B transit capital funds based upon current county population share;
2. Request Metropolitan Transportation Commission (MTC) to revisit STAF population-based distribution policy to ensure North Bay Counties, Small Operator, and Paratransit operating funds are distributed based upon growth in the future.

Attachments:

- A. Proposition 1B, Transit Bond Funding per State Transit Assistance Formula
- B. Draft Solano Transit Capital Plan

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Proposition 1B, Transit Bond Funding Per STA Formula

| Population-Share | 2005<br>Population | % of Total<br>Total | Share of<br>\$ 347,017,407 | Share of<br>\$ 323,017,407 |
|------------------|--------------------|---------------------|----------------------------|----------------------------|
| Alameda          | 1,477,000          | 21.25%              | \$ 73,731,527              | \$ 68,632,196              |
| Contra Costa     | 1,012,100          | 14.56%              | \$ 50,523,818              | \$ 47,029,550              |
| Marin            | 241,300            | 3.47%               | \$ 12,045,645              | \$ 11,212,558              |
| Napa             | 128,400            | 1.85%               | \$ 6,409,701               | \$ 5,966,401               |
| San Francisco    | 775,500            | 11.16%              | \$ 38,712,796              | \$ 36,035,388              |
| San Mateo        | 711,500            | 10.24%              | \$ 35,517,929              | \$ 33,061,481              |
| Santa Clara      | 1,732,900          | 24.93%              | \$ 86,506,001              | \$ 80,523,177              |
| Solano           | 405,200            | 5.83%               | \$ 20,227,498              | \$ 18,828,548              |
| Sonoma           | 467,600            | 6.73%               | \$ 23,342,493              | \$ 21,728,108              |
|                  | 6,951,500          | 100.00%             | \$ 347,017,407             | \$ 323,017,407             |

(Assumes \$24 M off the top)

Revenue-Based Funds

|                   |                       |                |
|-------------------|-----------------------|----------------|
| Ala. CMA-ACE      | \$ 1,777,814          |                |
| Benicia           | \$ 165,343            |                |
| Caltrain          | \$ 40,427,243         |                |
| CCCTA             | \$ 5,724,703          |                |
| Dixon             | \$ 40,059             |                |
| ECCTA (Tri-Delta) | \$ 2,678,815          |                |
| Fairfield         | \$ 692,075            |                |
| GGBHTD            | \$ 40,042,443         |                |
| Healdsburg        | \$ 11,092             |                |
| LAVTA             | \$ 1,735,640          |                |
| NCPTA             | \$ 424,896            |                |
| SamTrans          | \$ 47,285,569         |                |
| Santa Rosa        | \$ 1,030,716          |                |
| Sonoma County     | \$ 1,093,614          |                |
| Union City        | \$ 432,549            |                |
| Vallejo           | \$ 5,215,385          | \$ 123,000,000 |
| VTA               | \$ 144,195,873        |                |
| VTA - ACE         | \$ 2,427,299          |                |
| WestCat           | \$ 3,022,757          |                |
| <b>Subtotal:</b>  | <b>\$ 298,423,885</b> |                |

|                              |                       |
|------------------------------|-----------------------|
| AC Transit                   | \$ 106,897,001        |
| BART                         | \$ 245,774,375        |
| SF MUNI                      | \$ 336,026,922        |
| <b>Subtotal:</b>             | <b>\$ 688,698,298</b> |
| <b>Total, Revenue-Based:</b> | <b>\$ 987,122,183</b> |

**Solano**  
**Draft Transit Capital Plan**  
(02/09/07)

| <b><u>Tier 1 Projects</u></b>     |                                   |                     |
|-----------------------------------|-----------------------------------|---------------------|
| Fairfield/Vacaville Train Station | \$12,000,000                      |                     |
| Vallejo:                          |                                   |                     |
| Ferry Maintenance Facility        | \$ 2,260,000 (\$260,000 match)    |                     |
| <u>Bus Maintenance Facility</u>   | <u>\$ 1,000,000 (\$43K match)</u> |                     |
| Subtotal Facilities               | \$15,260,000                      |                     |
| Major Rehab MI Ferry              | \$ 50,000 (match)                 |                     |
| Transit Bus Vehicle Replacement:  | <u>(match only)*</u>              | <u>Total Cost</u>   |
| 3 Benicia Breeze                  | \$ 198,000                        | \$ 990,000          |
| 15 Fairfield/Suisun Transit       | \$ 1,140,000                      | \$ 5,700,000        |
| 24 Vallejo Transit                | \$ 1,001,300                      | \$ 7,839,019        |
| <u>3 Vallejo Transit – MCI</u>    | <u>\$ 255,800</u>                 | <u>\$ 1,278,821</u> |
| Subtotal Vehicle Replacement      | \$ 2,595,100                      | \$15,807,840        |
| <b>TOTAL</b>                      | <b>\$17,905,100</b>               | <b>\$31,117,840</b> |

\* Local match for 5307 funds

**Tier 2 Projects**

|  |               |
|--|---------------|
| Benicia Maintenance Facility                   | \$ 1,000,000  |
| Benicia Downtown PNR                           | \$ 700,000    |
| Dixon Intermodal Station                       | \$ 10,000,000 |
| Fairfield Transportation Center, Phase 4       | \$ 10,100,000 |
| Fairfield Transportation Center, Ph 4 carports | \$ 1,500,000  |
| Rio Vista Hwy 12/PNR                           | \$ 900,000    |
| Dredging – Mare Island Channel                 | \$ 1,000,000  |
| Vacaville Intermodal Station                   | \$ 2,700,000  |
| Vallejo Ferry Station                          | \$ ??         |
| Curtola PNR                                    | \$ ??         |

**Countywide:**

|  |                   |
|--|-------------------|
| Transit Vehicle and Facility Security & Safety | \$ 625,000        |
| <u>Transit Stop Amenities (shelters, etc.)</u> | <u>\$ 300,000</u> |
| Tier 2 Subtotal                                | \$ 28,825,000     |



DATE: February 22, 2007  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: 2007 Congestion Management Program (CMP) Update Schedule

**Background:**

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

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

The STA Board approved Solano County's current Congestion Management Plan (CMP) the final version in October 2005.

**Discussion:**

The STA is preparing to update the 2007 CMP with assistance from the STA TAC and the Solanolinks Consortium. The following is a list of proposed dates for the development of the 2007 CMP, with a deadline to submit the final CMP to MTC in October 2007:

February 1, 2007      Begin drafting the 2007 CMP

February 28, 2007      Issue Request for 2007 LOS calculations and other  
necessary documentation

**Begin reviewing CMP elements:**

- Capital Improvement Plan
- Performance Measures (LOS & Transit standards)
- Land Use element
- Trip Reduction and Travel Demand element

|                     |   |
|---------------------|---|
| <b>June 1, 2007</b> | <b><u>Due to STA:</u><br/>2007 LOS calculations and other necessary<br/>documentation. Comments on CMP elements</b> |
| June 27, 2007       | TAC recommends approval of Draft 2007 CMP   |
| July 11, 2007       | STA Board approves Draft of 2007 CMP  |
| Late July           | Draft CMP due to MTC  |
| August - September  | MTC reviews Draft CMP for consistency with 2007 RTP<br>and makes recommendations for final CMP approval             |
| September 26, 2007  | TAC recommends approval of Final 2007 CMP   |
| October 10, 2007    | STA Board approves 2007 CMP   |
| Late October        | Final CMP due to MTC  |

STA staff is requesting TAC members to **submit current LOS calculations** for those portions of the CMP network or intersections in their jurisdiction, **by June 1, 2007**. These LOS calculations should be based on traffic counts conducted between March through May 2007.

STA will provide a more detailed list of required documentation and information needed from the STA TAC and SolanoLinks Consortium during the month of April to begin the process of developing the Draft 2007 CMP.

**Recommendation:**  
Informational.

**Attachments:**

- A. 2005 CMP LOS Inventory of Solano County Congestion Management System
- B. 2005 CMP LOS Report Form

# 2005 CMP LOS Inventory

| 2005 CMP System LOS Inventory |           |         |               |          |                                       |      |      |      |
|-------------------------------|-----------|---------|---------------|----------|---------------------------------------|------|------|------|
| Roadway                       | From (PM) | To (PM) | Jurisdiction  | Standard | LOS Measurements (PM Peak, Peak Flow) |      |      |      |
|                               |           |         |               |          | 1999                                  | 2001 | 2003 | 2005 |
| STATE ROADWAY                 |           |         |               |          |                                       |      |      |      |
| I-80                          | 0         | 0.933   | Solano County | F        | D                                     | D    | D    | E    |
| I-80                          | 0.933     | 1.114   | Vallejo       | F        | F                                     | F    | E*   | E*   |
| I-80                          | 1.114     | 4.432   | Vallejo       | F        | F                                     | F    | D*   | D*   |
| I-80                          | 4.432     | 6.814   | Vallejo       | F        | C                                     | F    | D*   | D*   |
| I-80                          | 8.004     | 10.015  | Solano County | E        | D                                     | D    | D    | D    |
| I-80                          | 10.015    | 11.976  | Fairfield     | E        | C                                     | C    | D*   | C    |
| I-80                          | 11.976    | 12.408  | Fairfield     | E        | D                                     | D    | D*   | E    |
| I-80                          | 12.408    | 13.76   | Fairfield     | F        | F                                     | F    | D*   | F    |
| I-80                          | 13.76     | 15.57   | Fairfield     | F        | F                                     | F    | D*   | F    |
| I-80                          | 15.57     | 17.217  | Fairfield     | F        | F                                     | F    | E*   | E    |
| I-80                          | 17.217    | 21.043  | Fairfield     | F        | F                                     | F    | E*   | F    |
| I-80                          | 21.043    | 23.034  | Fairfield     | F        | D                                     | D    | D*   | E    |
| I-80                          | 23.034    | 24.08   | Vacaville     | E        | E                                     | E    | E    | D    |
| I-80                          | 24.08     | 28.359  | Vacaville     | F        | D                                     | D    | D    | D    |
| I-80                          | 28.359    | 32.691  | Vacaville     | F        | C                                     | D    | D    | C    |
| I-80                          | 32.691    | 35.547  | Vacaville     | F        | D                                     | E    | E    | D    |
| I-80                          | 35.547    | 38.21   | Solano County | F        | D                                     | D    | D    | E    |
| I-80                          | 38.21     | 42.53   | Dixon         | E        | C                                     | C    | C*   | C*   |
| I-80                          | 42.53     | 44.72   | Solano County | E        | D                                     | D    | C    | D    |
| I-505                         | 0         | 3.075   | Vacaville     | E        | B                                     | B    | D    | B    |
| I-505                         | 3.075     | 10.626  | Solano County | E        | A                                     | A    | A    | B    |
| I-680                         | 0         | 0.679   | Solano County | F        | F                                     | F    | F    | F    |
| I-680                         | 0.679     | 2.819   | Benicia       | E        | C                                     | C    | B*   | B*   |
| I-680                         | 2.819     | 8.315   | Solano County | E        | C                                     | C    | C    | D    |
| I-680                         | 8.315     | 13.126  | Fairfield     | E        | C                                     | C    | ***  | D    |
| I-780                         | 0.682     | 7.186   | Benicia       | E        | C                                     | C    | C*   | C*   |
| SR 12                         | 0         | 2.794   | Solano County | F        | C                                     | C    | F    | F    |
| SR 12                         | 1.801     | 3.213   | Fairfield     | E        | B                                     | B    | B*   | B    |
| SR 12                         | 3.213     | 5.15    | Suisun City   | F        | B                                     | B    | B**  | B    |
| SR 12                         | 5.15      | 7.7     | Suisun City   | F        | B                                     | B    | B**  | B**  |
| SR 12                         | 7.7       | 13.625  | Solano County | E        | B                                     | B    | B    | B    |
| SR 12                         | 13.625    | 20.68   | Solano County | F        | B                                     | B    | B    | B    |
| SR 12                         | 20.68     | 26.41   | Rio Vista     | E        | E                                     | E    | E**  | E**  |
| SR 29                         | 0         | 2.066   | Vallejo       | E        | A                                     | A    | A*   | A*   |
| SR 29                         | 2.066     | 4.725   | Vallejo       | E        | B                                     | B    | B*   | B*   |
| SR 29                         | 4.725     | 5.955   | Vallejo       | E        | C                                     | C    | C*   | C*   |
| SR 37                         | 0         | 6.067   | Vallejo       | F        | B                                     | C    | C*   | C*   |
| SR 37                         | 6.067     | 8.312   | Vallejo       | E        | D                                     | B    | B*   | B*   |
| SR 37                         | 8.312     | 10.96   | Vallejo       | F        | F                                     | F    | F*   | F*   |
| SR 37                         | 10.96     | 12.01   | Vallejo       | F        | F                                     | F    | F*   | F*   |
| SR 84                         | 0.134     | 13.772  | Solano County | E        | C                                     | C    | C    | C    |
| SR 113                        | 0         | 8.04    | Solano County | E        | B                                     | B    | B    | B    |
| SR 113                        | 8.04      | 18.56   | Solano County | E        | B                                     | B    | B    | B    |

\* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study  
 \*\* SR 12 MIS 2001  
 \*\*\* TBD

RED: Roadway at LOS F  
 GREEN: LOS is two levels higher than LOS standard

| 2005 CMP System LOS Inventory (continued)                |                 |                    |               |   |                                       |      |      |      |
|--|-----------------|--------------------|---------------|---|---------------------------------------|------|------|------|
| Roadway  | From (PM)       | To (PM)            | Jurisdiction  | Standard  | LOS Measurements (PM Peak, Peak Flow) |      |      |      |
|  |                 |                    |               |   | 1999                                  | 2001 | 2003 | 2005 |
| <b>LOCAL ROADWAY</b>                                     |                 |                    |               |   |                                       |      |      |      |
| SR 113   | 18.56           | 19.637             | Dixon         | F   | F                                     | F    | F    | ***  |
| SR 113   | 19.637          | 21.24              | Dixon         | F   | F                                     | F    | F    | ***  |
| SR 113   | 21.24           | 22.45              | Solano County | E   | C                                     | C    | C    | C    |
| SR 128   | 0               | 0.754              | Solano County | E   | C                                     | C    | C    | C    |
| SR 220   | 0               | 3.2                | Solano County | E   | C                                     | C    | C    | C    |
| Military East  |                 |                    | Benicia       | E   | ***                                   | ***  | ***  | C    |
| Military West  | W. 3rd          | W. 5 <sup>th</sup> | Benicia       | E   | B                                     | B    | ***  | A    |
| Air Base Parkway   | Walters Rd      | Peabody Rd         | Fairfield     | E   | ***                                   | ***  | ***  | ***  |
| Peabody Road   | FF C/L          | VV C/L             | Solano County | E   | D                                     | D    | E    | D    |
| Peabody Road   | VV C/L          | California         | Vacaville     | E   | B                                     | A    | A    | D    |
| Walters Road   | Petersen        | Bella Vista        | Suisun City   | E   | B                                     | B    | ***  | ***  |
| Vaca Valley Parkway                                      | I-80            | I-505              | Vacaville     | E   | C                                     | C    | C    | C    |
| Elmira Road  | Leisure Town    | C/L                | Vacaville     | E   | B                                     | B    | B    | C    |
| Vanden Road  | Peabody         | Leisure Town       | Solano County | D   | ***                                   | B    | B    | B    |
| Tennessee St   | Mare Island Way | I-80               | Vallejo       | E   | ***                                   | ***  | ***  | ***  |
| Curtola Parkway  | Lemon St        | Maine St           | Vallejo       | E   | ***                                   | ***  | ***  | ***  |
| Mare Island Way  | Main St         | Tennessee St       | Vallejo       | F   | ***                                   | ***  | ***  | ***  |
| <b>INTERSECTION</b>                                      |                 |                    |               |   |                                       |      |      |      |
| Peabody Rd at Cement Hill / Vanden Rd                    |                 |                    | Fairfield     | E   | ***                                   | E    | ***  | B    |
| Walters Rd at Air Base Parkway                           |                 |                    | Fairfield     | E   | B                                     | B    | ***  | A    |
| Tennessee Street at Sonoma Blvd                          |                 |                    | Vallejo       | E   | D                                     | C    | B    | B    |
| Curtola Parkway at Sonoma Blvd                           |                 |                    | Vallejo       | E   | C                                     | C    | C    | C    |
| Mare Island Way at Tennessee Street                      |                 |                    | Vallejo       | F   | D                                     | D    | B    | B    |
| * LOS taken from STA's I-80/ I-680/ I-780 Corridor Study |                 |                    |               | RED: Roadway at LOS F                             |                                       |      |      |      |
| ** SR 12 MIS 2001  |                 |                    |               | GREEN: LOS is two levels higher than LOS standard |                                       |      |      |      |
| *** TBD  |                 |                    |               |   |                                       |      |      |      |



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DATE: February 16, 2007  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Corridor Studies Status Report:  
1.) State Route (SR) 113 Major Investment & Corridor Study  
2.) North Connector Transportation for Livable Communities (TLC)  
Corridor Concept Plan  
3.) Jepson Parkway Concept Plan  
4.) I-80/680/780 Corridors Highway Operations Implementation Plan  
5.) SR 12 Major Investment and Corridor Study Update

**Background:**

The STA has completed Major Investment Studies for the I-80/680/780 freeway corridors throughout Solano County and SR 12 highway corridor between I-80 and the Rio Vista Bridge at the Sacramento/Solano County Line. In addition to freeway and highway corridors, the STA has completed a Transportation for Livable Communities (TLC) corridor concept plan for the Jepson Parkway and has recently begun a similar plan for the North Connector Project. These corridor studies/plans were funded through a variety of Federal, State and local fund sources.

**Discussion:**

The following provides an update to current and planned corridor studies in Solano County:

*1.) SR 113 Major Investment & Corridor Study*

This study will investigate opportunities for short, medium, and long term improvements (safety and congestion) for the SR 113 corridor between SR 12 and I-80 at the Yolo/Solano County Line. Five distinct segments will be analyzed including a potential relocation segment of SR 113 through the City of Dixon. A toll lane feasibility analysis as funding option for future SR 113 improvements will also be conducted as part of this study. On February 14, 2007, the STA Board approved Kimley Horn and Associates to assist in developing the study. STA staff is currently finalizing a contract agreement with the intention to have an initial meeting with the consultant by late February/early March 2007. A project kickoff meeting is anticipated in late March 2007 with stakeholder staff (i.e. City of Dixon, Solano County, Caltrans and others) and the consultant. This project is funded through a Federal Partnership Planning Grant from Caltrans and local match provided by Solano County, the City of Dixon, and the STA.

*2.) North Connector TLC Corridor Concept Plan*

This corridor concept plan is related to the I-80/I-680/I-780 Interchange's North Connector Project. The plan area encompasses the planned North Connector roadway segments between Abernathy Road and Jameson Canyon. The primary purpose of this plan is to develop design improvements with Transportation for

Livable Communities (TLC) concepts, which include alternative modes connections to residential, employment and retail land uses throughout the corridor. The planning and engineering firm, ARUP, was selected to assist in the development of the plan. ARUP and STA staff are scheduled to meet on March 1<sup>st</sup> with the North Connector TLC Technical Advisory Committee (TAC) to discuss the project's draft goals and objectives, potential opportunities and constraints, and draft design concepts. Recommendations from the North Connector TLC TAC will be presented to the Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) on March 8<sup>th</sup>. A public input event will be scheduled at a location within the project area in late March or early April 2007. This project is funded by TLC planning funds.

3.) *Jepson Parkway Concept Plan*

The original Jepson Parkway Concept Plan was completed in May 2000. The Plan's primary purpose is to improve local traffic and encourage a linkage between transportation/land use between the cities of Fairfield, Suisun City, Vacaville and the County of Solano. Segments along the Jepson Parkway are in different stages of completion. Suisun City's segment (Walter's Road) and portions of Vacaville's segment (Leisure Town Interchange) are complete. The STA is currently the lead for completing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the remainder of the corridor. The Draft EIR/EIS is expected to be circulated for public comment in Summer 2007. STA staff is proposing to include the Jepson Parkway Concept Plan update as part of the STA's overall workplan for FY 2007-08. Funding for the Concept Plan update is unknown at this time; however, TLC planning funds are a possibility.

4.) *I-80/I-680/I-780 Corridors Highway Operations Implementation Plan*

This project is considered as Phase 2 to the original I-80/680/780 Major Investment and Corridor Study completed in July 2004. The primary focus of this study is to develop operational improvements related to Intelligent Transportation Systems (ITS) technology, ramp metering, High Occupancy Vehicle (HOV) lanes and other facility improvements such as landscaping and hardscape designs. STA staff has submitted a grant proposal for Caltrans' Partnership Planning Grant Program. Caltrans is expected to notify successful grant applicants by May 2007. If the STA is successful in obtaining grant funding, STA will begin the project in FY 2007-08.

5.) *SR 12 Major Investment and Corridor Study*

The Major Investment Study (MIS) for State Route 12 was completed in 2001. This study evaluated the SR 12 corridor and identified a number of projects to improve the safety, capacity and effectiveness of this major goods movement and traffic corridor. In December 2005, the STA followed up with the MIS by completing an operational strategy with a refined prioritization of capital improvement projects. However, Caltrans recommended that a more comprehensive traffic forecasting and operational analysis be conducted before they can concur with the suggested order of improvements identified in this latest effort. Although SR 12 has always been a priority of the STA, more recent tragic events compelled the STA Board to develop immediate strategies to improve the safety of the SR 12 corridor (see Agenda Item VII.D of this TAC Agenda). One strategy identified was to update the 2001 SR 12

MIS. The SR 12 Steering Committee will discuss this update as part of the March 1, 2007 meeting. This update is scheduled to begin at the start of the FY 2007-08 funded with Planning, Programming, and Monitoring (PPM) funds.

**Recommendation:**

Informational.

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DATE: February 21, 2007  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update – February 2007

**Background:**

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

**Discussion:**

*State Update:*

STA staff had productive meetings with staff members of our state legislators and committees in Sacramento on February 13, 2007. The focus for the meetings was on the projects STA submitted as candidates for the Corridor Mobility Improvement Account (CMIA) Proposition 1B state bond funds:

1. I-80/I-680/SR 12 Interchange Second Phase \$150 Million CMIA request
2. SR 12 Jameson Canyon Widening \$102.1 Million CMIA request
3. Cordelia Truck Scales Relocation Phase 1 \$99.6 Million CMIA request (to be resubmitted under the Proposition 1B Trade Corridor account)
4. Programming, Planning and Monitoring (PPM) Work Plan through FY 2010-11 \$2.833 Million

There was universal acknowledgement of the importance of these projects, and staff received positive feedback.

The second focus of these staff legislative update meetings was to provide an overview of STA Board's recent prioritization of safety improvements on the State Route (SR) 12 corridor.

There was high interest and support expressed in STA's effort to improve safety in SR 12. STA staff had met previously with Assemblymember Lois Wolk and her staff in January.

Gus Khouri, Legislative Advocate with STA's state legislative consultant firm, Shaw/Yoder, Inc., arranged and accompanied staff to meetings with the following:

- Art Bauer (Consultant), Senate Transportation Committee
- Janet Dawson (Chief Consultant) and Howard Posner (Consultant), Assembly Transportation Committee
- Anthony Matthews (Senior Consultant), Assemblymember Noreen Evans' office
- Kristin Stauffacher (Legislative Director), Senator Mike Machado's office
- Tara Dias (Legislative Director), Senator Patricia Wiggins' office

*Federal Update:*

STA staff has submitted Federal Transportation Appropriations Requests for FY 2008, prioritized as follows:

- Vallejo Intermodal Station Ferry Maintenance Facility - \$2.713 Million
- Fairfield/Vacaville Intermodal Station - \$2 Million
- Travis Air Force Base (AFB) Access Improvements/Jepson Parkway - \$3 Million
- I-80/I-680/SR 12 Interchange (Cordelia Truck Scales Design Component) - \$6 Million
- SR 12 Traffic Safety Signage/Education - \$200,000

Mike Miller, legislative consultant with STA's federal legislative consultant firm, The Ferguson Group, is in the process of submitting the official requests through the offices of Representatives George Miller, Ellen Tauscher, Dan Lungren and Mike Thompson, and Senators Dianne Feinstein and Barbara Boxer. Further information can be found in Attachment B, The Ferguson Group Federal Update dated February 7, 2007.

**Recommendation:**

Informational.

**Attachments:**

- A. STA Legislative Matrix
- B. The Ferguson Group Federal Update, February 7, 2007



**LEGISLATIVE MATRIX**  
**2007-2008 State and Federal Legislative Session**  
*February 21, 2007*

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 Web site: solanolinks.com

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**State Assembly Bills**

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| AB 60  | Nava   | Minimum Clearance Requirement for Overtaking a Bicycle                  |                        |                                       | 3    |
| AB 112 | Wolk   | Highway Safety Enhancement – Double Fine Zone on SR 12 from I-5 to I-80 | Sponsor and Support    | Support: Cities of Benicia, Fairfield | 3    |
| AB 117 | Beall  | Additional 20% County assessment on traffic safety offenses             |                        |                                       | 4    |
| ACR 7  | Wolk   | Officer David Lamoree Memorial Interchange (SR 12)                      | Co-sponsor and Support | City of Rio Vista: Sponsor/Support    | 4    |

**State Senate Bills**

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**State Senate Bills**

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| S 294 | Lautenberg | A bill to reauthorize Amtrak, and for other purposes. |                |                  | 7    |

For details of important milestones during the 2007 sessions of the California Legislature and the U.S. Congress, please refer to calendars on pages 8-9.

Please direct questions about this matrix to Jayne Bauer at 707-424-6075 or [jbauer@sta-snci.com](mailto:jbauer@sta-snci.com). STA's Legislative Matrix is also available for review on our website at [www.solanolinks.com](http://www.solanolinks.com).

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## Bill Summaries

| State Legislation Bill/Author  | Summary   | Status of Bill                        | STA Position        |
|--|---|---------------------------------------|---------------------|
|  |   | Others' Position                      |                     |
| <b>AB 57 (Soto)</b><br>Highways: Safe Routes to School construction program      | Extends indefinitely the provision for certain state and local entities to secure and expend federal funds for improvement of highway safety and reduction of traffic congestion (including projects for bicycles and pedestrian safety and traffic calming measures in high-hazard locations), as well as extend indefinitely the provision for DOT/CHP to administer a "Safe Routes to School" construction program and use federal transportation funds to construct bike/ped safety and traffic calming projects. Both provisions currently have a repeal date of January 1, 2008.  | Introduced 12/04/06                   |                     |
|  |   |                                       |                     |
| <b>AB 60 (Nava)</b><br>Vehicles: Bicycles  | Creates stricter laws/penalties for vehicles overtaking bicycles traveling the same direction.<br><br>Requires the driver of a motor vehicle overtaking a bicycle that is proceeding in the same direction to pass to the left at a safe distance, at a minimum clearance of 3 feet, without interfering with the safe operation of the overtaken bicycle. The bill would make a violation of this provision an infraction punishable by a \$250 fine. The bill would make it a misdemeanor or felony if a person operates a motor vehicle in violation of the above requirement and that conduct proximately causes great bodily injury, as defined, or death to the bicycle operator. | Introduced 12/04/06                   |                     |
|  |   |                                       |                     |
| <b>AB 112 (Wolk)</b><br>Highways: Safety Enhancement – Double Fine Zones (SR 12) | Designates SR 12 from its intersection with I-80 in Solano County to I-5 in San Joaquin County as a double fine zone until January 1, 2012.   | Introduced 01/08/07                   | Sponsor and Support |
|  |   | Support: Cities of Benicia, Fairfield |                     |

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| State Legislation Bill/Author  | Summary   | Status of Bill                 | STA Position           |
|--|---|--------------------------------|------------------------|
|  |   | Others' Position               |                        |
| <b>AB 117 (Beall)</b><br>Traffic offenses: additional assessment: traffic safety | Provides that, until January 1, 2010, a county may elect to levy an additional assessment in the amount of \$2 for every \$10 (20%) or fraction thereof, upon each base fine (excluding parking violations), for an offense involving the unsafe operation of a motor vehicle upon the highway in violation of the Vehicle Code or a local ordinance adopted pursuant to the Vehicle Code. The bill requires that the collected assessments be deposited in a Traffic Safety Committee Network Fund, and the creation of a countywide community collaboration committee for the purpose of developing recommendations for traffic safety programs. The bill requires moneys in the fund (after deducting administrative costs, not to exceed 10% of the amount of the fund) be allocated in a manner so that 85% be used for local traffic safety programs approved by the county board of supervisors (programs that increase local traffic safety and reduce related personal injuries and fatalities through existing local traffic safety programs or the creation of new local traffic safety programs), and 15% be deposited in the county's Courthouse Construction Fund. Funds could be collected only if the county board of supervisors provides that the increased assessments do not offset or reduce the funding of other local traffic safety programs from other sources, and that these additional revenues result in increased funding to local traffic safety programs and courthouse construction. | Introduced 01/09/07            |                        |
|  |   |                                |                        |
| <b>ACR 7 (Wolk)</b><br>Officer David Lamoree Memorial Interchange (SR 12)        | Designates the interchange of SR 12 between Olsen Road and SR 113 as the Officer David Lamoree Memorial Interchange, would request the Department of Transportation to determine the cost for appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs.   | Introduced 01/08/07            | Co-sponsor and Support |
|  |   | Sponsored by City of Rio Vista |                        |

| State Legislation Bill/Author   | Summary  | Status of Bill      | STA Position |
|---|--|---------------------|--------------|
|   |  | Others' Position    |              |
| <b>SB 9 (Lowenthal)</b><br>Trade corridor improvement: transportation project selection in Proposition 1B | <p>States the intent of the Legislature to enact urgency legislation that establishes a process for the selection of transportation projects to be funded from the Trade Corridors Improvement Fund, established by Proposition 1B.</p> <p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of \$19,925,000,000 of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements. The act requires the sum of \$2,000,000,000 to be transferred to the Trade Corridors Improvement Fund, which is established under the act. The money in the fund is required to be available, upon appropriation in the annual Budget Act by the Legislature, and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement, as determined by the commission. The bill declares that it is to take effect immediately as an urgency statute.</p> | Introduced 12/04/06 |              |
|   |  |                     |              |
| <b>SB 16 (Florez)</b><br>Rail Grade Crossings: Automatic Gates  | <p>Requires the Public Utilities Commission to order that a public-rail grade crossing be equipped with automatic gates, if it determines in the course of investigating a public-rail grade crossing collision, that it is more likely than not that the collision would not have occurred if the crossing had been equipped with automatic gates, or if the commission determines that the injury to person or property resulting from the collision would have been substantially reduced if the crossing had been equipped with automatic gates.</p>   | Introduced 12/4/06  |              |
|   |  |                     |              |

| State Legislation Bill/Author  | Summary   | Status of Bill      | STA Position |
|--|---|---------------------|--------------|
|  |   | Others' Position    |              |
| <b>SB 19 (Lowenthal)</b><br>Trade corridors: projects to reduce emissions: funding in Proposition 1B | Declares the intent of the Legislature to enact urgency legislation that establishes conditions and criteria, as specified, for projects funded by the \$1 billion account to fund freight-related air quality needs established by Proposition 1B.<br><br>Existing law requires that of the proceeds of bonds issued pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, a specified amount of those deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account in the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, be made available, upon appropriation by the Legislature and subject to the conditions and criteria contained in a statute enacted by the Legislature, to the State Air Resources Board for certain emission reductions from activities related to the movement of freight along California's trade corridors. This bill declares the intent of the Legislature to enact legislation that establishes conditions and criteria for projects that reduce emissions from activities related to the movement of freight along California's trade corridors. The bill declares that it is to take effect immediately as an urgency statute. | Introduced 12/04/06 |              |
|  |   |                     |              |
| <b>SB 45 (Perata)</b><br>Transit Security & Emergency Preparedness Fund: Prop. 1B                    | States the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account, as specified in Proposition 1B.   | Introduced 12/22/06 |              |
|  |   |                     |              |
| <b>SB 47 (Perata)</b><br>State-Local Partnership Program: Proposition 1B                             | States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds for the State-Local Partnership Program, established by Proposition 1B.   | Introduced 12/22/06 |              |
|  |   |                     |              |

## Federal Legislation

| Federal Legislation Bill/Author | Summary   | Status of Bill  | STA Position |
|---------------------------------|---|---|--------------|
|                                 |   | Others' Position  |              |
| S 294<br>(Lautenberg)           | A bill to reauthorize Amtrak, and for other purposes. | Introduced 01/16/07; referred to Senate committee. Status: Read twice and referred to Committee on Commerce, Science, and Transportation. |              |
|                                 |   |   |              |

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## California Legislature 2007-08 Regular Session Calendar

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

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### **IMPORTANT DATES OCCURRING DURING INTERIM CALIFORNIA LEGISLATURE RECESS**

**2007**

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

**2008**

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

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

## 110th United States Congress 2007 Session Calendar

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

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

To: Solano Transportation Authority Board of Directors  
From: Mike Miller  
Re: Federal Update  
Date: February 7, 2007

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In January, The Ferguson Group continued to track and analyze FY 2007 appropriations legislation and continued preparation for Fiscal Year 2008 project development. The Ferguson Group also prepared and submitted FY08 requests to Rep. Miller's office and continued to work on appropriations forms as required by our congressional delegation.

The Solano Transportation Authority's requests for FY08 federal appropriations are as follows:

**I-80/I-680/SR 12 Interchange (Cordelia Truck Scales Design Component) - \$6 Million**

\$6 million earmark in the FY08 Transportation and Treasury Appropriations Bill under the Surface Transportation Program (STP) for the design of the relocation of the Cordelia Truck Scales. These Truck Scales have been identified to be relocated within the Interchange based on the February 2005 Cordelia Truck Scales Relocation Study. The requested earmark will be for the design of the relocated facility in Solano County.

**Travis Air Force Base (AFB) Access Improvements/Jepson Parkway - \$3 Million**

\$3 million earmark in the FY08 Transportation and Treasury Appropriations Bill under the Surface Transportation Program (STP) to fully fund the Access Improvements to Travis Air Force Base (North and South Gates). The requested earmark will be for the design and construction of these access improvements in Solano County.

**Vallejo Intermodal Station Ferry Maintenance Facility - \$2.713 Million**

\$2.713 million earmark in the FY08 Transportation and Treasury Appropriations Bill under the Federal Transit Administration (FTA) Ferry and Ferry Facilities Account for the Vallejo Intermodal Station Ferry Maintenance Facility.

**Fairfield/Vacaville Intermodal Station - \$2 Million**

\$2 million earmark in the FY08 Transportation and Treasury Appropriations Bill under the FTA Buses and Bus Facilities account for the Fairfield/ Vacaville Intermodal Station.

**SR 12 Traffic Safety Signage/Education - \$200,000**

\$200,000 earmark in the FY08 Transportation and Treasury Appropriations Bill under the Surface Transportation Program (STP) account for traffic safety signage and education efforts on State Route 12 between its intersection with Interstate 80 in Solano County and Interstate 5 in San Joaquin County.

Congress is on track to pass a continuing resolution (CR) funding federal programs through September 30, 2007. The CR will fund transportation programs and projects at FY06 levels and does not include any

earmarks for any specific transportation projects. As previously reported, this means that the earmarks for the Vallejo Station and the Fairfield/Vacaville Station will not move forward in FY07. Congress has indicated that earmarks will be included in FY08 appropriations bills.

| <i>Project</i>                           | <i>Request</i> | <i>Status</i>   |
|--|----------------|---|
| Vallejo Intermodal Station               | \$4 million    | House bill includes \$1.75 million for project.<br>No earmarks in CR. |
| Fairfield / Vacaville Intermodal Station | \$1.9 million  | House bill includes \$850,000 for project.<br>No earmarks in CR.      |
| I-80/680 Interchange                     | \$6 million    | No funding in House bill.<br>No earmarks in CR.                       |
| Travis Access (Jepson)                   | \$3 million    | No funding in House bill.<br>No earmarks in CR.                       |

**FY08 – President’s Budget Request.** President Bush requested approximately \$67 billion for FY 2008 to fund the Department of Transportation. This is approximately a \$2 billion increase based on estimated FY 2007 funding levels. The budget eliminates funding for the revenue aligned budget authority (RABA), which was authorized by SAFETEA-LU at \$842 million for FY 2007.

The FY 2008 budget request includes \$40.3 billion to fund the Federal Highway Administration, representing a slight increase over FY 2007. Highlights of the federal-aid highways program include:

- \$5.7 billion for the National Highway Safety (NHS) program;
- \$6 billion for the Surface Transportation Program (STP);
- \$4.7 billion for the Interstate Maintenance (IM) program;
- \$4 billion for the bridge program;
- \$1.6 billion for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) Program; and
- \$175 million in funds to a new highway Congestion Reduction Initiative.

The budget requests \$9.4 billion to fund the Federal Transit Administration (FTA), which is \$547 million above the FY 2007 president's budget request. Highlights of the FTA budget request include:

- \$1.4 billion for Capital Investment Grants;
- \$5.8 billion for Urbanized Area Programs;
- \$928 million for Bus and Bus Facilities;
- \$506 million for Non-urbanized Area Formula;
- \$156 million for Job Access and Reverse Commute;
- Clean Fuels Grant Program: \$49 million is requested to provide financing for the purchase or lease of clean fuel buses and facilities and the improvement of existing facilities to accommodate these buses; and
- Transit Security: \$46.6 million is requested to support transit security.

Congress begins the FY08 budget process in earnest in March.



DATE: February 20, 2007  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Solano Transit Consolidation Study Kick-off

**Background:**

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

Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed. This topic was discussed by STA Board members at their 2005 Board Retreat and the participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be considered and addressed.

In March 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study. In April, the STA Board approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study (see Attachment A). The Consortium and TAC reviewed the Scope of Work as well. In May, the Board approved the scope of work and authorized the release of a Request for Proposals (RFP). Since that time, additional funds have been secured for the Transit Consolidation Study.

The Transit Consolidation Study was not initiated in FY 2005-06 for a variety of reasons. One of the reasons was the time and effort expended toward developing a countywide Intercity Transit Funding agreement. This resulted in a one-year agreement and a directive to conduct a countywide transit ridership survey and a countywide transit finance assessment study. These two studies are underway and are due to be completed in March 2007. In addition to providing valuable information for a multi-year Intercity Transit Funding agreement, these studies will also provide useful base data for the Transit Consolidation Study.

**Discussion:**

A Request for Proposal (RFP) was released in early November with proposals due in December 2006. Interviews with four consultant teams were held in early January. Several representatives from Solano transit operators were on the selection panel. DKS Associates was selected for the next Transit Consolidation Study.

To assist STA with the project management of this major transit study, John Harris has been retained to be the Project Manager. He has many years of experience in the transit industry and has the time and ability to focus on this project from beginning to end.

A kick-off meeting has been held with DKS Associates and staff from the subconsultant (HDR) who will lead the critical outreach element of this project. Some adjustments to the scope have been made to better focus the project approach based upon Board direction. To identify a wide variety of perspectives and potential issues, a great deal of outreach will be conducted ranging from interviews with transit operator staff, other city staff, public officials, and others. Interviews will begin in March and presentations to City Councils are scheduled to begin in April.

A summary of the scope and schedule are provided in Attachment B. This is also being presented to the STA Board's Transit Subcommittee on Monday, February 26, 2007 for review and comment. The Transit Subcommittee will function as the project's Steering Committee. The Consortium will be kept informed of the study progress and key decision points.

**Fiscal Impact:**

Funds are currently budgeted in the STA budget, and have been claimed, to conduct the Transit Consolidation Study.

**Recommendation:**

Informational.

Attachment:

- A. STA Transit Consolidation Study – STA Board Goals and Criteria
- B. Transit Consolidation summarized scope and schedule

**SOLANO TRANSPORTATION AUTHORITY**

**TRANSIT CONSOLIDATION STUDY**

**STA Board Goals and Criteria**

Scope of Consolidation Study:

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

Potential Goals of Consolidation:

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

Potential Criteria for Evaluating Consolidation Options:

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

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## **WORK PLAN AND SCHEDULE**

The DKS team has developed an elaboration of the work tasks proposed in the Request for Proposals in this section. This includes an explanation of each task including subtasks, schedule and deliverables. The work plan is prepared according to the tasks listed in the RFP, although Tasks 1 through 3 will occur concurrently. This work plan also includes revised changes based on scoping meetings in February, 2007.

### **Task 1: Transit Operators 'Input**

**Objective:** To review existing services and related documents, in order to summarize current operations and identify issues of benefits and concerns about consolidation from the transit operators.

**Subtasks:**

1. Prepare issues summary and alternative concepts material
2. Outline key contacts
3. Review related documents
4. Meet one-on-one with each operator
5. Summarize findings
6. Submit draft of findings to each operator
7. Revise findings

**Schedule:**

- February – DKS to conduct a kickoff meeting with Technical Committee to discuss the project requirements; review key documents
- March – Meet with operators one-on-one; Assemble relevant information from each operator based on meetings and documentation
- April – Submit draft findings to each operator for review; draft comprehensive Task 1 report; revise report based on review

**Deliverables:**

Contact List of Transit Operators  
Issues Summary and Alternative Concepts Material  
Draft Findings Memorandum (for operator review)  
Revised Findings Memorandum (after operator review)

### **Task 2: Public Official and Public Input**

**Objective:** To obtain feedback from public officials and the general public, highlighting the benefits and concerns of consolidation.

**Subtasks:**

1. Meet with STA Transit Subcommittee
2. Develop PowerPoint presentations
3. Conduct elected official briefing meetings
4. Conduct ten public meetings
5. Summarize meeting findings
6. Meet with Technical Committee

**Schedule:**

- March – Meet with STA Transit Subcommittee; prepare PowerPoint Presentation
- April – Participate in 10 Public Meetings

**Deliverables:**

PowerPoint Presentation  
Summary of Feedback

### **Task 3: Transit Funding Partners 'Input**

**Objective:** To obtain comments from transit funding partners about their benefits and concerns related to consolidation options.

**Subtasks:**

1. Review the key funding partner contacts with STA staff and Technical Committee.
2. Contact each agency.
3. Summarize the findings in a memorandum.

**Schedule:**

- February – DKS to assemble list
- March – DKS to contact agencies

**Deliverables:**

List of contacts  
Meeting summaries

### **Task 4: Develop and Evaluate Alternatives**

**Objective:** To develop system alternatives that address potential organizational and governing structures for the consolidation of transit services.

**Subtasks:**

1. Meet on alternatives development
2. Draft initial Alternatives Report
3. Meet with Technical Committee

4. Draft Guide for Alternatives
5. Revise Draft Alternatives Report
6. Meet with Steering Committee
7. Revise Alternatives Report and Guide

**Schedule:**

- May – Meet to sketch alternatives; draft initial alternatives report; refine alternatives with Technical Committee
- June – Prepare Guide to Alternatives, meet and revise Alternatives Report

**Deliverables:**

Initial draft alternatives descriptions  
Draft of Alternatives Report  
Guide to Alternatives  
Revised Alternatives Report and Guide

## **Task 5: Build Consensus Towards a Preferred Alternative**

**Objective:** To successfully engender consensus for a preferred alternative.

**Subtasks:**

1. Develop preferred alternative
2. Refine alternative, based on stakeholder feedback.
3. Present a range of alternatives to the public, possibly including concepts related to the preferred alternative.
4. Present initial preferred alternative in detail to STA staff, then to the Transit Consortium and STA Transit Steering Subcommittees as identified.

**Schedule:**

- July – develop preferred alternative; develop initial presentation; review preferred alternative and presentation with Technical Committee
- August – conduct public meetings

**Deliverables:**

Memorandum on initial preferred alternative  
Revised memorandum on preferred alternative  
Draft PowerPoint Presentation  
Final PowerPoint Presentation

## **Task 6: Develop Implementation Plan, Cost Estimate and Funding Plan for Preferred Alternative**

**Objective:** To prepare details for a preferred alternative

**Subtasks:**

1. Meet with STA staff to determine consensus.
2. Meet with STA Transit Committee to determine consensus on preferred plan.
3. Develop implementation plan with programs, cost estimates (capital and operating), funding plan, timeline and phasing schedule.
4. Prepare Implementation Guide.
5. Meet with STA Transit Committee to provide initial feedback on alternative and Guide.
6. Revise plan and Guide, and prepare Final Report.

**Schedule:**

- September – coordinate STA Transit Committee support; draft Implementation Guide
- October – receive final STA Transit Committee comments; draft final report

**Deliverables:**

Draft Implementation Plan  
Draft Implementation Plan Guide  
Draft Final Report  
Final Report

**Schedule**

A project schedule is shown below. DKS has highlighted the anticipated dates of the Technical Working Group meetings, but these may change. DKS has prepared a work plan to complete the project by October 2007.



DATE: February 20, 2007  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2007-08 Fund Estimates

**Background:**

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

The TDA funds have been modestly increasing annually. STAF funds have typically been about \$0.5 million per year. Solano County received over \$15 million in TDA funds and over \$3 million of STAF funds in FY 2006-07. Due to a variety of factors, the STAF funds last year were extraordinarily high and were expected to be reduced to a level closer to the normal level in FY 2007-08.

STAF funds have been used for a wide range of activities, including providing funds for STA transit programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses, covering new bus purchase shortfalls on start up new intercity services when the need arises. STAF funds must be spent in the fiscal year they are allocated.

In June 2006, the STA Board approved the countywide TDA matrix. In December 2006, the STA Board approved the latest amended FY 2006-07 list of STAF projects.

**Discussion:**

The new TDA and STAF FY 2007-08 revenue projections are in the process of being approved by MTC. The estimates have been approved by MTC's Programming and Allocations Committee (PAC) already and are scheduled for Commission approval on February. Although possible, it would be highly unusual for the estimate to change at this point.

After several years of growth, Solano TDA revenue for FY 2007-08 is projected to plateau. See Attachment A for FY 2007-08 TDA fund estimate.

As expected, the STAF for FY 2007-08 is lower than the FY 2006-07 revenue. The STAF estimates reflect the Governor's State Budget released the week of January 15<sup>th</sup> in which he proposed to not direct any of the "spillover funds" to the STAF account. In addition, the

Administration reports that in the **current** year, the spillover is likely to generate \$102 million less than previously estimated. To address this shortfall, the budget proposes to lower next year's STA funding level by the same amount leaving a total of STA funding level by of \$185 million statewide. If the Administration were to follow current law with regard to the spillover – even taking into account the \$102 million drop – STA funding would total \$493 million.

See Attachments B and C for current STAF estimates. These, are traditionally updated in May. As noted on the population-based STAF fund estimate notes, the distribution funds follows the existing formula. Discussions are underway regionally to adjust the distribution policy to maximize funding for operating revenue generated from STAF which is particularly important for smaller operators.

Staff will continue to monitor the TDA and STAF revenue projections and distribution policy and update the TAC and Consortium.

**Recommendation:**  
Informational.

Attachments:

1. FY 2007-08 TDA Solano fund estimate
2. FY 2007-08 STAF Revenue-based fund estimate
3. FY 2007-08 STAF Population-based fund estimate

**FY 2007-08 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

*Attachment A  
Res No. 3793  
Page 9 of 15  
February 28, 2007*

|  |            |         |   |
|--|------------|---------|---|
| <b>FY 2006-07 TDA Revenue Estimate Adjustment</b>                |            |         | <b>FY 2007-08 TDA Estimate</b>                          |
| <i>FY 2006-07 Generation Estimates Adjustment</i>                |            |         | <i>FY 2007-08 County Auditor's Generations Estimate</i> |
| 1. Original County Auditor Estimate (Feb, 06)                    | 16,244,823 |         | 13. County Auditor Estimate                             |
| 2. Revised County Auditor Estimate (Feb, 07)                     | 16,955,978 |         |   |
| 3. Revenue Adjustment (Line 2-1)                                 |            | 711,155 | <i>FY 2007-08 Planning and Administration Charges</i>   |
| <i>FY 2006-07 Planning and Administration Charges Adjustment</i> |            |         | 14. MTC Administration (0.5% of line 3)                 |
| 4. MTC Administration (0.5% of line 3)                           | 3,556      |         | 15. County Administration (0.5% of line 13)             |
| 5. County Administration (0.5% of line 3)                        | 3,556      |         | 16. MTC Planning (3.0% of line 13)                      |
| 6. MTC Planning (3.0% of line 3)                                 | 21,335     |         | 17. Total Charges (Lines 14+15+16)                      |
| 7. Total Charges (Lines 4+5+6)                                   |            | 28,446  | 18. TDA Generations Less Charges (Line 13-17)           |
| 8. Adjusted Generations Less Charges (Line 3-7)                  |            | 682,709 |   |
| <i>FY 2006-07 TDA Adjustment By Article</i>                      |            |         | <i>FY 2007-08 TDA Apportionment By Article</i>          |
| 9. Article 3 Adjustment (2.0% of line 8)                         | 13,654     |         | 19. TDA Article 3.0 (2.0% of line 18)                   |
| 10. Funds Remaining (Line 8-9)                                   |            | 669,055 | 20. TDA Funds Remaining (Line 18-19)                    |
| 11. Article 4.5 Adjustment (5.0% of line 10)                     |            |         | 21. TDA Article 4.5 (5.0% of line 20)                   |
| 12. Article 4/8 Adjustment (Line 10-11)                          |            | 669,055 | 22. TDA Article 4/8 (Line 20-21)                        |

**TDA APPORTIONMENT BY JURISDICTIONS**

| Column                      | A                      | B                  | C=A+B                              | D                                    | E                | F                 | G                  | H=Sum(C;G)          | I                 | J=H+I                    |
|-----------------------------|------------------------|--------------------|------------------------------------|--------------------------------------|------------------|-------------------|--------------------|---------------------|-------------------|--------------------------|
|                             | 6/30/06                | FY 2006            | 6/30/06                            | FY 2005-07                           | FY 2007          | FY 2007           | FY 2007            | 6/30/07             | FY 2008           | Total                    |
| Apportionment Jurisdictions | Balance (w/o interest) | Interest & Refunds | Balance (w/ interest) <sup>1</sup> | Outstanding Commitments <sup>2</sup> | Article Transfer | Original Estimate | Revenue Adjustment | Projected Carryover | Revenue Estimate  | Available For Allocation |
| Article 3                   | 622,441                | 22,967             | 645,408                            | (762,064)                            |                  | 311,901           | 13,654             | 208,899             | 325,559           | 534,458                  |
| Article 4.5                 |                        |                    |                                    |                                      |                  |                   |                    |                     |                   |                          |
| <b>SUBTOTAL</b>             | <b>622,441</b>         | <b>22,967</b>      | <b>645,408</b>                     | <b>(762,064)</b>                     |                  | <b>311,901</b>    | <b>13,654</b>      | <b>208,899</b>      | <b>325,559</b>    | <b>534,458</b>           |
| <b>Article 4/8</b>          |                        |                    |                                    |                                      |                  |                   |                    |                     |                   |                          |
| Benicia                     | 182,019                | 12,175             | 194,194                            | (1,134,012)                          |                  | 990,333           | 43,354             | 93,869              | 1,030,638         | 1,124,507                |
| Dixon                       | 398,109                | 14,021             | 412,130                            | (1,027,037)                          |                  | 622,660           | 27,258             | 35,011              | 662,998           | 698,009                  |
| Fairfield                   | 5,238,039              | 183,998            | 5,422,037                          | (6,356,357)                          |                  | 3,806,710         | 166,648            | 3,039,038           | 3,983,909         | 7,022,947                |
| Rio Vista                   | 421,438                | 16,947             | 438,385                            | (262,925)                            |                  | 247,810           | 10,848             | 434,118             | 278,267           | 712,386                  |
| Suisun City                 | 447,514                | 16,731             | 464,245                            | (1,331,411)                          |                  | 1,004,578         | 43,978             | 181,390             | 1,046,823         | 1,228,212                |
| Vacaville                   | 3,791,915              | 289,328            | 4,081,243                          | (7,113,283)                          |                  | 3,506,199         | 153,492            | 627,651             | 3,636,603         | 4,264,254                |
| Vallejo                     | 344,879                | 9,674              | 354,553                            | (4,697,716)                          |                  | 4,393,704         | 192,345            | 242,885             | 4,568,587         | 4,811,473                |
| Solano County               | 44,933                 | 1,252              | 46,185                             | (754,130)                            |                  | 711,135           | 31,132             | 34,322              | 744,561           | 778,883                  |
| <b>SUBTOTAL<sup>3</sup></b> | <b>10,868,847</b>      | <b>544,125</b>     | <b>11,412,972</b>                  | <b>(22,676,871)</b>                  |                  | <b>15,283,129</b> | <b>669,055</b>     | <b>4,688,284</b>    | <b>15,952,386</b> | <b>20,640,671</b>        |
| <b>GRAND TOTAL</b>          | <b>11,491,288</b>      | <b>567,092</b>     | <b>12,058,380</b>                  | <b>(23,438,935)</b>                  |                  | <b>15,595,030</b> | <b>682,709</b>     | <b>4,897,183</b>    | <b>16,277,945</b> | <b>21,175,129</b>        |

1. Balance as of 6/30/06 is from MTC FY 2005-06 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.  
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2006, and FY 2006-07 allocations as of December 31, 2006.  
 3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the following: Solano county Paratransit, CityLinkBARTLink, Countywide Transit/Paratransit Planning, and Countywide Street and Roads Planning.

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**FY 2007-08 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
REVENUE-BASED FUNDS (PUC 99314)**

*Attachment A*

*Res No. 3793*

*Page 11 of 15*

*February 28, 2007*

|  |             |  |                                |            |
|--|-------------|--|--------------------------------|------------|
| FY 2006-07 February Revenue Estimates        | 114,138,390 |  | FY 2006-07 Projected Carryover | 49,072,195 |
| FY 2006-07 Actual Revenue with Prop 42       | 159,750,845 |  | FY 2007-08 Base Funds          | 24,785,110 |
| FY 2006-07 Revenue Adjustment Due to Prop 42 | 45,612,455  |  | FY 2007-08 Prop 42 Increment   | 22,510,950 |
|  |             |  | Total Funds Available          | 96,368,255 |

| <i>Column</i>                      | A                    | B                                    | C                             | D                              | E=Sum(A:D)          | F                             | G                              | H=Sum(E:G)               |
|------------------------------------|----------------------|--------------------------------------|-------------------------------|--------------------------------|---------------------|-------------------------------|--------------------------------|--------------------------|
|                                    | 6/30/06              | FY 2005-07                           | FY 2007                       | FY 2007                        | 6/30/07             | FY 2008                       | FY 2008                        | Total                    |
| Apportionment Jurisdictions        | Balance <sup>1</sup> | Outstanding Commitments <sup>2</sup> | Revenue Estimate <sup>3</sup> | Prop 42 Increment <sup>3</sup> | Projected Carryover | Revenue Estimate <sup>4</sup> | Prop 42 Increment <sup>4</sup> | Available For Allocation |
| Alameda CMA - Corresponding to ACE | 440,170              | -                                    | 188,953                       | 75,510                         | 704,633             | 41,031                        | 37,266                         | 782,931                  |
| Benicia                            | 5,163                | (15,753)                             | 14,424                        | 5,764                          | 9,598               | 3,132                         | 2,845                          | 15,575                   |
| Caltrain                           | 3,367,570            | (9,595,117)                          | 5,169,762                     | 2,065,962                      | 1,008,177           | 1,122,612                     | 1,019,607                      | 3,150,396                |
| CCCTA                              | 41,052               | (448,562)                            | 634,402                       | 253,522                        | 480,414             | 137,760                       | 125,120                        | 743,294                  |
| Dixon                              | 14,930               | (8,089)                              | 5,505                         | 2,200                          | 14,546              | 1,195                         | 1,086                          | 16,827                   |
| ECCTA                              | 149,249              | (150,493)                            | 309,301                       | 123,604                        | 431,662             | 67,165                        | 61,002                         | 559,828                  |
| Fairfield                          | 317,317              | -                                    | 104,333                       | 41,694                         | 463,344             | 22,656                        | 20,577                         | 506,577                  |
| GGBHTD                             | 4,632                | (4,149,445)                          | 4,398,702                     | 1,757,827                      | 2,011,717           | 955,177                       | 867,534                        | 3,834,427                |
| Healdsburg                         | 83                   | -                                    | 1,462                         | 584                            | 2,129               | 317                           | 288                            | 2,735                    |
| LAVTA                              | 786                  | (113,511)                            | 195,221                       | 78,015                         | 160,511             | 42,392                        | 38,503                         | 241,406                  |
| NCPTA                              | 15,418               | (42,455)                             | 53,217                        | 21,267                         | 47,447              | 11,556                        | 10,496                         | 69,499                   |
| SamTrans                           | 197,447              | (7,907,268)                          | 5,514,583                     | 2,203,761                      | 8,523               | 1,197,490                     | 1,087,614                      | 2,293,627                |
| Santa Rosa                         | 20,451               | (185,557)                            | 118,304                       | 47,277                         | 475                 | 25,690                        | 23,332                         | 49,497                   |
| Sonoma County Transit              | 23,643               | (216,641)                            | 142,338                       | 56,882                         | 6,221               | 30,909                        | 28,073                         | 65,202                   |
| Union City                         | 5,872                | (34,896)                             | 49,982                        | 19,974                         | 40,932              | 10,854                        | 9,858                          | 61,643                   |
| Vallejo                            | 113,842              | (439,040)                            | 684,426                       | 273,513                        | 632,741             | 148,623                       | 134,986                        | 916,350                  |
| VTA                                | 13,556               | (9,430,410)                          | 15,268,642                    | 6,101,718                      | 11,953,505          | 3,315,580                     | 3,011,359                      | 18,280,444               |
| VTA - Corresponding to ACE         | 745                  | (158,745)                            | 262,119                       | 104,749                        | 208,868             | 56,919                        | 51,696                         | 317,484                  |
| WestCAT                            | 98,781               | (338,748)                            | 271,022                       | 108,307                        | 139,363             | 58,852                        | 53,452                         | 251,667                  |
| Petaluma                           | 131                  | (104)                                | -                             | -                              | 27                  | -                             | -                              | 27                       |
| Rio Vista                          | 144                  | (55)                                 | -                             | -                              | 89                  | -                             | -                              | 89                       |
| <b>SUBTOTAL</b>                    | <b>4,830,982</b>     | <b>(33,234,889)</b>                  | <b>33,386,700</b>             | <b>13,342,131</b>              | <b>18,324,808</b>   | <b>7,249,910</b>              | <b>6,584,694</b>               | <b>32,159,411</b>        |
| AC Transit                         | 25,031               | (6,991,064)                          | 10,782,959                    | 4,309,131                      | 8,126,057           | 2,341,516                     | 2,126,670                      | 12,594,242               |
| BART                               | 2,662,970            | (31,043,568)                         | 30,742,375                    | 12,285,395                     | 14,647,172          | 6,675,696                     | 6,063,167                      | 27,386,034               |
| Muni                               | 48,164               | (46,976,161)                         | 39,226,356                    | 15,675,799                     | 7,974,158           | 8,517,989                     | 7,736,420                      | 24,228,567               |
| <b>SUBTOTAL</b>                    | <b>2,736,165</b>     | <b>(85,010,793)</b>                  | <b>80,751,691</b>             | <b>32,270,324</b>              | <b>30,747,387</b>   | <b>17,535,200</b>             | <b>15,926,257</b>              | <b>64,208,844</b>        |
| <b>GRAND TOTAL</b>                 | <b>7,567,147</b>     | <b>(118,245,682)</b>                 | <b>114,138,390</b>            | <b>45,612,455</b>              | <b>49,072,195</b>   | <b>24,785,110</b>             | <b>22,510,950</b>              | <b>96,368,255</b>        |

1. Balance as of 6/30/06 is from MTC FY 2005-06 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2006, and FY 2006-07 allocations as of December 31, 2006.

3. The FY 2006-07 STA Fund Estimate is based on \$624 million in STA statewide per the Final FY 2006-07 budget, of which \$197 million is adjusted base revenue, \$74 million is FY 2006-07 Prop 42 funds, \$248 million in spillover funds and \$104 million in Prop 42 loan repayment funds.

4. The FY 2007-08 STA Fund Estimate is based on \$184.7 million in STA statewide as proposed in the Governor's FY 2007-08 budget, of which \$87.9 million is Prop 42 funds.

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ATTACHMENT B

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**FY 2007-08 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313)**

*Attachment A  
Ref No. 3793  
Page 12 of 15  
February 28, 2007*

|  |            |                                |            |
|--|------------|--------------------------------|------------|
| FY 2006-07 February Revenue Estimates        | 42,955,984 | FY 2006-07 Projected Carryover | 58,256,065 |
| FY 2006-07 Actual Revenue with Prop 42       | 60,122,231 | FY 2007-08 Base Funds          | 9,275,793  |
| FY 2005-06 Revenue Adjustment Due to Prop 42 | 17,166,247 | FY 2007-08 Prop 42 Increment   | 8,424,692  |
|  |            | Total Funds Available          | 75,956,549 |

| Column   | A                    | B                                    | C                             | D                                | E=Sum(A:D)          | F                             | G                                | H=Sum(E:G)               |
|--|----------------------|--------------------------------------|-------------------------------|----------------------------------|---------------------|-------------------------------|----------------------------------|--------------------------|
|  | 6/30/06              | FY 2005-07                           | FY 2007                       | FY 2007                          | 6/30/07             | FY 2008                       | FY 2008                          | Total                    |
| Apportionment Jurisdictions                    | Balance <sup>1</sup> | Outstanding Commitments <sup>2</sup> | Revenue Estimate <sup>3</sup> | Prop 42 Increment <sup>3,5</sup> | Projected Carryover | Revenue Estimate <sup>4</sup> | Prop 42 Increment <sup>4,5</sup> | Available For Allocation |
| <b>Northern Counties</b>                       |                      |                                      |                               |                                  |                     |                               |                                  |                          |
| Marin  | 1                    | (1,466,194)                          | 1,528,306                     | 610,748                          | 672,862             | 330,149                       | 299,856                          | 1,302,867                |
| Napa   | 183,073              | (479,612)                            | 806,836                       | 322,431                          | 832,729             | 175,205                       | 159,129                          | 1,167,063                |
| Solano (less Vallejo)                          | 676,172              | (1,122,860)                          | 1,818,557                     | 726,739                          | 2,098,608           | 393,234                       | 357,153                          | 2,848,994                |
| Sonoma   | 408,628              | (3,661,355)                          | 2,896,025                     | 1,157,322                        | 800,620             | 625,435                       | 568,048                          | 1,994,102                |
| <b>SUBTOTAL</b>                                | <b>1,267,874</b>     | <b>(6,730,021)</b>                   | <b>7,049,725</b>              | <b>2,817,240</b>                 | <b>4,404,818</b>    | <b>1,524,023</b>              | <b>1,384,186</b>                 | <b>7,313,027</b>         |
| <b>Small Operators</b>                         |                      |                                      |                               |                                  |                     |                               |                                  |                          |
| CCCTA  | 432,507              | (1,540,459)                          | 3,014,493                     | 1,204,664                        | 3,111,205           | 635,737                       | 577,405                          | 4,324,347                |
| ECCTA  | 745,744              | (750,740)                            | 1,680,288                     | 671,484                          | 2,346,776           | 354,362                       | 321,847                          | 3,022,986                |
| LAVTA  | -                    | (618,204)                            | 1,170,109                     | 467,604                          | 1,019,509           | 250,573                       | 227,582                          | 1,497,664                |
| Union City                                     | 153,329              | (313,887)                            | 436,837                       | 174,571                          | 450,850             | 92,735                        | 84,226                           | 627,810                  |
| WestCAT  | 58,387               | (211,653)                            | 417,092                       | 166,680                          | 430,507             | 87,962                        | 79,891                           | 598,360                  |
| Vallejo  | 106,338              | (381,671)                            | 749,065                       | 299,345                          | 773,077             | 157,814                       | 143,334                          | 1,074,225                |
| <b>SUBTOTAL</b>                                | <b>1,496,305</b>     | <b>(3,816,614)</b>                   | <b>7,467,885</b>              | <b>2,984,347</b>                 | <b>8,131,924</b>    | <b>1,579,182</b>              | <b>1,434,284</b>                 | <b>11,145,391</b>        |
| <b>Regional Paratransit</b>                    |                      |                                      |                               |                                  |                     |                               |                                  |                          |
| Alameda  | 2                    | (854,694)                            | 854,692                       | -                                | (0)                 | 876,059                       | -                                | 876,058                  |
| Contra Costa                                   | (2)                  | (441,683)                            | 441,685                       | -                                | (0)                 | 452,727                       | -                                | 452,726                  |
| Marin  | 1                    | (98,678)                             | 98,677                        | -                                | (0)                 | 101,144                       | -                                | 101,143                  |
| Napa   | 8,364                | (72,803)                             | 64,440                        | -                                | 1                   | 66,051                        | -                                | 66,052                   |
| San Francisco                                  | (1)                  | (674,802)                            | 674,802                       | -                                | (1)                 | 691,672                       | -                                | 691,670                  |
| San Mateo                                      | 3                    | (373,640)                            | 373,640                       | -                                | 3                   | 382,981                       | -                                | 382,984                  |
| Santa Clara                                    | (1)                  | (774,141)                            | 774,141                       | -                                | (1)                 | 793,495                       | -                                | 793,494                  |
| Solano   | 99,215               | (282,000)                            | 183,822                       | -                                | 1,037               | 188,418                       | -                                | 189,455                  |
| Sonoma   | 1                    | (204,378)                            | 204,376                       | -                                | (1)                 | 209,486                       | -                                | 209,485                  |
| <b>SUBTOTAL</b>                                | <b>107,582</b>       | <b>(3,776,819)</b>                   | <b>3,670,274</b>              | <b>-</b>                         | <b>1,037</b>        | <b>3,762,030</b>              | <b>-</b>                         | <b>3,763,067</b>         |
| Regional Express Bus Program                   | 745,215              | (935,316)                            | -                             | -                                | (190,101)           | -                             | -                                | (190,101)                |
| MTC Regional Coordination Program <sup>6</sup> | 25,928,248           | (16,152,620)                         | 24,768,100                    | 11,364,660                       | 45,908,387          | 2,410,557                     | 5,606,221                        | 53,925,166               |
| <b>GRAND TOTAL</b>                             | <b>29,545,224</b>    | <b>(31,411,390)</b>                  | <b>42,955,984</b>             | <b>17,166,247</b>                | <b>58,256,065</b>   | <b>9,275,793</b>              | <b>8,424,692</b>                 | <b>75,956,549</b>        |

1. Balance as of 6/30/06 is from MTC FY 2005-06 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2006, and FY 2006-07 allocations as of December 31, 2006.

3. The FY 2006-07 STA Fund Estimate is based on \$624 million in STA statewide per the Final FY 2006-07 budget, of which \$197 million is adjusted base revenue, \$74 million is FY 2006-07 Prop 42 funds, \$248 million in spillover funds and \$104 million in Prop 42 loan repayment funds.

4. The FY 2007-08 STA Fund Estimate is based on \$184.7 million in STA statewide as proposed in the Governor's FY 2007-08 budget, of which \$87.9 million is Prop 42 funds.

5. FY 2006-07 Prop 42 funding is proposed to be distributed to Northern Counties and Small Operators based on MTC current policy, and the balance is reserved at the regional level.

6. Committed to TransLink® and other MTC Customer Service projects.

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DATE: February 20, 2007  
TO: STA TAC  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2007-08

**Background:**

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Three out of eight jurisdictions currently use TDA funds for streets and roads (Suisun City, Vacaville and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

**Discussion:**

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the three agencies who claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2007-08. All TDA claims for local streets and roads are held by MTC until this process is completed.

This year's annual Unmet Transit Needs public hearing for FY 2007-08 was held on December 11<sup>th</sup> in Fairfield. STA staff worked with MTC and local transit operators to outreach to the public. MTC produced a flyer that announced the public hearing; it was

provided to transit operators to post on their buses and at other locations. Transit operators were encouraged to attend.

MTC has summarized the key issues of concern and forwarded them to the STA to coordinate a response (Attachment A). They were provided at the January TAC and Consortium meetings. This month the Unmet Transit Needs issues are presented in a format that identifies which operators should provide a draft response to the STA as the first step to coordinate the county response (see Attachment B). Interestingly, all the issues this year are in jurisdictions that use 100% of their TDA for transit.

Currently three local jurisdictions use TDA funds for streets and roads purposes: Cities of Suisun City and Vacaville and the County of Solano. Suisun City has a TDA phase out plan with just two years remaining. The other two jurisdictions have no plans to phase out the use of TDA funds for streets and roads purposes. All eight jurisdictions are subject to the Unmet Transit Needs process.

**Fiscal Impact:**

No impact on the STA budget. As determined by MTC, if reasonable Unmet Transit Needs remain at the end of this process, TDA funds could not be used for streets and roads purposes by the three local jurisdictions that currently do so. It will not have any impact on TDA funds used for transit operating, capital, planning or other eligible purpose.

**Recommendation:**

Informational.

**Attachment:**

- A. MTC January 3, 2007 Letter Regarding: FY 2007-08 Unmet Transit Needs
- B. Draft matrix of issues and responses



**METROPOLITAN ATTACHEMENT A**  
**TRANSPORTATION**  
**COMMISSION**

101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TTY/TDD 510.817.5769  
FAX 510.817.5848  
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WEB www.mtc.ca.gov

January 30, 2007

RECEIVED

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SOLANO TRANSPORTATION  
AUTHORITY

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San Francisco Mayor's Appointee

*John McLemore, Vice Chair*  
Cities of Santa Clara County

*Tom Ammianno*  
City and County of San Francisco

*Irma L. Anderson*  
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*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacopini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Scott Haggerty*  
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and Development Commission

*Steve Kinsey*  
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*Bijan Sartipi*  
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and Housing Agency

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*Pamela Tortiatt*  
Association of Bay Area Governments

*Ken Yeager*  
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*Sbelia Young*  
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Executive Director

*Ann Flemer*  
Deputy Executive Director, Operations

*Andrew Fremier*  
Deputy Executive Director,  
Bay Area Toll Authority

*Therese W. McMillan*  
Deputy Executive Director, Policy

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

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the MTC unmet transit needs public hearing held in Solano County on December 11, 2006, and also reviewed comments contained in correspondence received by MTC during the public comment period. The recently concluded unmet transit needs public participation process pertains to FY 2007-08 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the December 11th public hearing, and copies of all correspondence received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process. These materials encompass all comments received by MTC.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Several of the comments made at the hearing or received by MTC are deemed to be minor or are not relevant to specific transit service and the use of TDA funding.

Listed below are the preliminary issues that were raised at the December 11, 2006, Solano County Unmet Transit Needs hearing or through written comment received by MTC.

**Preliminary Issues**

- 1- Request for more night service between Pleasant Hill, Benicia and Fairfield
- 2- Request for increased service in the I-80 corridor from Cordelia Village to Vallejo and Del Norte BART.
- 3 - Request for increased service in the I-80 Corridor between Vacaville,

Fairfield, Vallejo, and San Francisco.

4 – Request for bus shelter improvements in Benicia and at the Del Norte BART station.

5 – Request for additional Vallejo bus service, including earlier and later service, keeping the route 80 on a commute schedule until 10:00 am and running the route 3 every 30 minutes during the commute period.

This list represents any *relevant* comments made through this year's unmet transit needs hearing process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo)
- Comments already identified in last year's unmet transit needs process and addressed satisfactorily by the Solano Transportation Authority (STA) response.
- Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need; unless, public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other "minor" issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems' patrons, they are not unmet transit needs. MTC is confident that the STA, working with the transit operators, can address these issues.
- Finally, general transportation issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc. which are not directly germane to specific transit services in Solano County are not considered to be relevant to the unmet transit needs process.

The next step in the unmet transit needs process is for a review of the preliminary issues by STA staff, in cooperation with staff members of the city and county jurisdictions in Solano County. Please provide us with a *preliminary* evaluation of each of the issues listed in Attachment A below at your earliest opportunity. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. STA staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now through the fiscal year 2007-08; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or

4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

“Substantive information” supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee (PAC) as an unmet transit need.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC’s PAC identifying those issues that the cities and County must address prior to MTC’s consideration of FY 2007-08 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix Bockelman  
Director, Program & Allocations Section

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner  
Bill Dodd, MTC Commissioner  
*Gene Cortright, City of Fairfield*  
*Crystal Odum-Ford, City of Vallejo*  
*Dale Pfeiffer, City of Vacaville*  
*Robert Souza, City of Benicia*  
*Jeff Matheson, City of Dixon*  
*Brent Salmi, City of Rio Vista*  
*Lee Evans, City of Suisun City*  
*Birgitta Corsello, County of Solano*  
*Jim Williams, Chair, Solano County PCC (c/o Elizabeth Richards, STA)*

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**Issues raised at the December 2006, Unmet Transit Needs Public Hearing or by Written Comment Received by MTC  
for FY 2007-08 TDA Funding**

| Unmet Transit Needs Issues |  | Transit Operator         | Spends 100% of TDA on Transit <sup>(1)</sup> | Type of Resolution <sup>(2)</sup> | Response |
|----------------------------|--|--------------------------|--|-----------------------------------|----------|
| 1                          | Request for more night service between Pleasant Hill, Benicia and Fairfield  | Fairfield/Suisun Transit | Yes  |                                   |          |
| 2                          | Request for increased service in the I-80 corridor from Cordelia Village to Vallejo and Del Norte BART.  | Fairfield/Suisun Transit | Yes  |                                   |          |
|                            |  | Vallejo Transit          | Yes  |                                   |          |
| 3                          | Request for increased service in the I-80 Corridor between Vacaville, Fairfield, Vallejo, and San Francisco.   | Fairfield/Suisun Transit | Yes  |                                   |          |
|                            |  | Vallejo Transit          | Yes  |                                   |          |
| 4                          | Request for bus shelter improvements in Benicia and at the Del Norte BART station.   | Benicia Breeze           | Yes  |                                   |          |
| 5                          | Request for additional Vallejo bus service, including earlier and later service, keeping the route 80 on a commute schedule until 10:00 am and running the route 3 every 30 minutes during the commute period. | Vallejo Transit          | Yes  |                                   |          |

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Notes:

- 1 The County of Solano, City of Suisun City and City of Vacaville use TDA funds for Streets and Roads purposes
- 2 1. The issue has been addressed through recent changes in service;
2. The issue will be addressed by changes in service planned to take place between now through the fiscal year 2007-08
3. The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards;
4. The evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has been addressed through recent or planned service changes, nor recently studied.

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DATE: February 20, 2007  
TO: STA TAC  
FROM: Sam Shelton, Assistant Project Manager  
RE: Solano Travel Safety Plan and Priorities

**Background:**

The STA's mission statement is "to improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality." In the pursuit of this goal, the STA has adopted a variety of policies, plans, projects, and programs to complete this mission. Specifically, STA has completed since 2001 the Solano County Comprehensive Transportation Plan (CTP 2030), the Solano Travel Safety Study, Phase 1, the I-80/I-680/I-780 Major Investment & Corridor Study, and the SR 12 Major Investment Study. In addition, the STA is currently working on the Safe Routes to School Program, beginning the State Route 12 Safety Plan and the State Route 113 Corridor Study. In addition, the STA has completed both a pedestrian and bike plans.

Each of these studies and plans have a safety component but do not necessarily provide a consistent methodology in developing the safety data nor did they necessarily provide a consistent methodology in how the safety data was considered in the recommend projects and priorities.

In addition, there are specific focus areas relating to safety that have not yet been studies due to their specificity and cross jurisdictional functions. These are the Safe Routes to Transit, Railroad Safety (crossings and corridors), and improved emergency response throughout the county.

**Discussion:**

At the meeting, staff will provide an overview of the STA Board's workshop presentation regarding Solano Travel Safety Plan and Priorities:

1. Completed and current safety efforts
2. Next three (3) years of safety planning
3. STA effort to streamline the way safety is considered in our plans and studies
4. Funding options for safety projects/programs

Following the overview, staff will summarize the STA Board feedback on the next three (3) years of planning activities and the priority of the work.

**Recommendation:**

Informational.

Attachment:

- A. Solano Travel Safety Priorities STA Board February 14, 2007 PowerPoint Presentation

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## Solano Travel Safety Priorities

STA Board Workshop  
February 14, 2007



- STA Travel Safety Goals & Objectives
- Completed and current safety efforts
- Next 3 years of safety planning
- Direction Questions for the STA Board

## STA Mission Statement

*To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, **travel safety**, and economic vitality*



## STA Travel Safety Goals & Objectives

### STA adopted safety goals:

- Travel Safety Study, 1998 & 2005 update
  - No specified goals or objectives
- Bicycle and Pedestrian Plans
  - Safety is the number one priority
- Safe Routes to School Program
  - Safety and security are top priorities



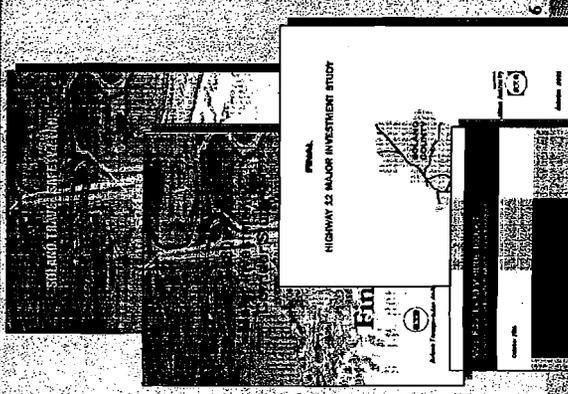
California Strategic Highway Safety Plan

- State safety plan required to receive federal SAFETEA-LU funding.

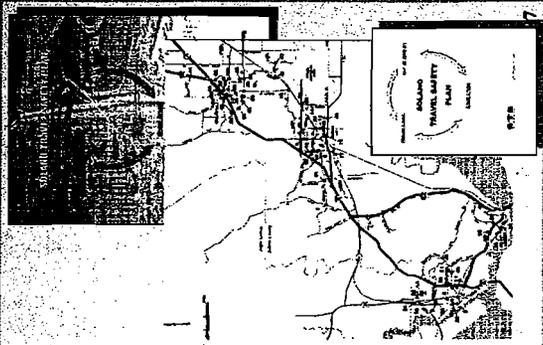
- 16 specific challenges and goals

|   |   |  |
|---|---|--|
| Reduce impaired driving related fatalities  | Reduce young driver fatalities                                | Improve commercial vehicle safety                    |
| Reduce the occurrence and consequence of leaving the roadway and head-on collisions | Improve intersection and interchange safety for roadway users | Improve motorcycle safety                            |
| Ensure drivers are licensed and competent   | Make walking and street crossing safer                        | Improve bicycling safety                             |
| Increase use of safety belts and child safety seats                                 | Improve safety for older roadway users                        | Enhance work zone safety                             |
| Improve driver decisions about rights of way and turning                            | Reduce speeding and aggressive driving                        | Improve post crash survivability                     |
|   |   | Improve safety data collection, access, and analysis |

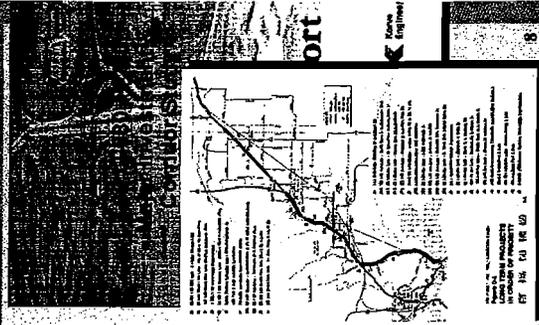
- Solano Travel Safety Study, Phase 1 Completed Major Investment Studies
- Safe Routes to School Program
- State Route 12 Safety Plan



- 2005 update revised listing of city intersections with highest collision rates.
- Listed general collision information for highway corridors and countywide bicycle and pedestrian collision statistics.
- 1998 Solano Travel Safety Plan recommended "Engineering, Education, and Enforcement" safety improvements and programs.



- 2004, I-80/I-680/I-780 Major Investment and Corridor Study
  - Extensive engineering and mobility analysis listing 50 near-term, mid-term and long-term projects.
  - Safety criteria limited to "substandard geometry" corrections.
  - Collision rates listed for corridor segments using 1999-2002 collision data.

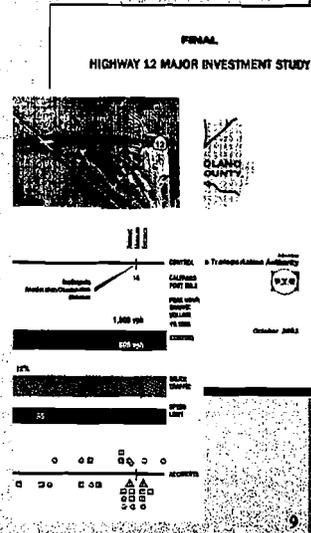


## Completed Major Investment Studies (MIS)

STA

- 2001, State Route 12 MIS

- Listed near-term and long-term recommendations for
  - Safety Improvements
  - Mobility Improvements
  - Transportation Demand Management programs
- Mapped individual collisions and accident rates using 1995-1999 collision data.

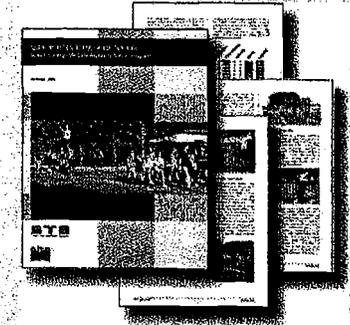


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## Safe Routes to School Program

STA

- Help increase the safety and popularity of walking and bicycling to school.
- Extensive public input process to build a prioritized countywide SR2S plan from the ground up.
- Countywide study to identify and prioritize "Education, Encouragement, Enforcement, and Engineering" projects and programs.
- Adopt Countywide SR2S Study by December 2007.



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## Safe Routes to School Program

STA

- Safe Routes to School Goals:

- "Increase healthy and safe alternatives to driving alone/chauffeured trips to school"
- "Reduce number of driving alone/chauffeured trips and the number of student vs. vehicle accidents along routes to schools"
- "Maximize interagency cooperation in all SR2S efforts"



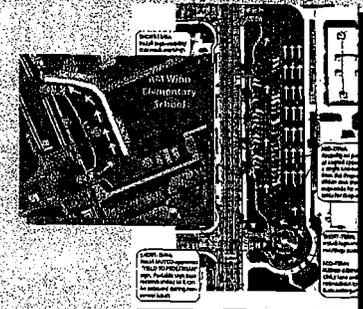
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## Safe Routes to School Program

STA

- Community Task Forces

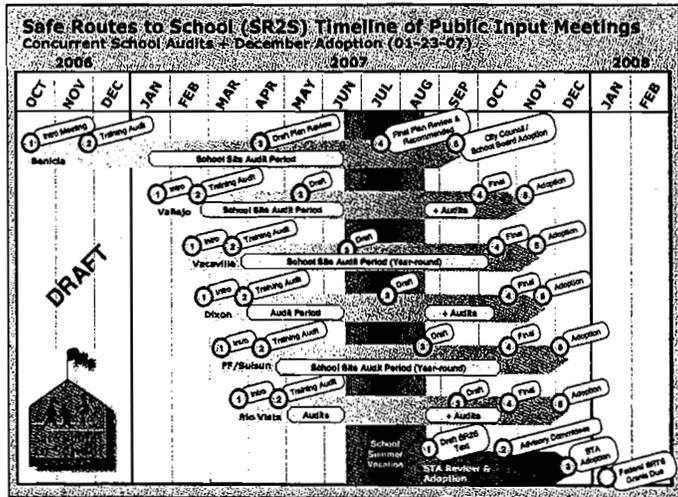
- Help guide school site walking audits
- Review and recommend local SR2S Plans for city councils and school districts.
- Continue cooperation between all stakeholders to implement identified priority projects and programs.



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## Safe Routes to School, 2007 Timeline

STA

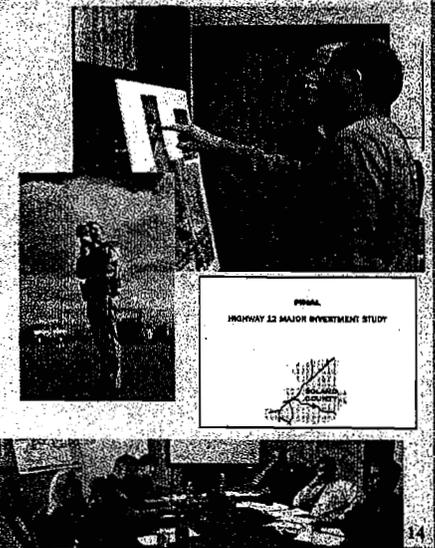


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## State Route 12 Safety Efforts

STA

- SR12 Safety Plan in STA Overall Work Program
- Sponsor Double Fine Zone Legislation
- Pursue Office of Traffic Safety (OTS) Grant
- Update SR12 Major Investment Study
- Reconvene SR12 Steering Committee meetings



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## Next 3 Years of Safety Efforts

STA

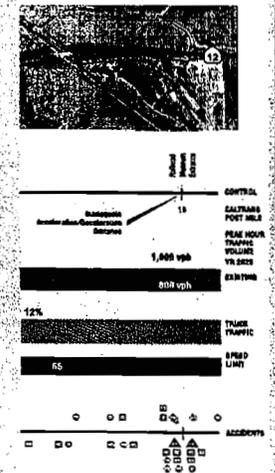
- Include Highway Corridor Safety in Comprehensive Transportation Plan
- Develop a Countywide Rail Corridor Safety Plan
- Develop a Safe Routes to Transit Plan
- Study Emergency Responder Mobility Bottlenecks
- Study Transportation Disaster Prevention and Response
- Local Intersection Safety Improvement Implementation Program
- Safe Routes to School Implementation Program

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## Comprehensive Highway Corridor Safety

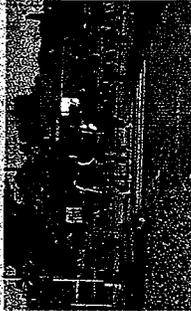
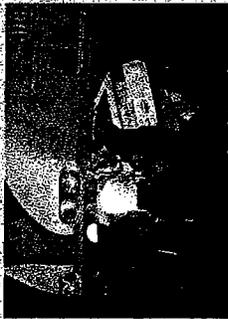
STA

- Update Major Investment Studies with current collision histories and recommended safety improvements for all corridors
  - 2004 I-80/I-680/I-780 MIS covers mobility and safety from an engineering perspective, not through collision analysis.
  - 2001 SR 12 MIS uses both engineering and collision analysis, but needs updating.
  - SR 113 Corridor Study is underway
- Add MIS updates to the Comprehensive Transportation Plan



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- Create Countywide Rail Corridor Safety Plan
  - Study collision data for comparison of priority safety projects with MIS updates
  - Study crossings in each community to maximize benefit of removal and creation of at-grade rail crossings and grade separated rail crossings.
    - Fairfield/Suisun, Union St/Main St crossing
    - Dixon Transportation Center area crossings
  - Study potential for "quiet zones" to eliminate excess train warning horns.



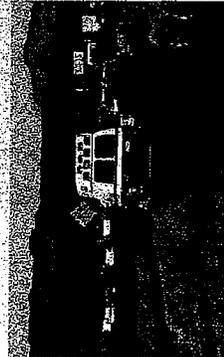
17

- \$20 M Regional Measure 2 funded program "to improve access and safety for bicyclists and pedestrians to and from regional transit stations"
- Create Safe Routes to Transit Plan
  - List competitive bicycle and pedestrian projects from adopted 2004 Bicycle and Pedestrian Plans
  - Use information from ridership survey to bolster grant applications.



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- Hold scoping meetings to identify emergency responder needs
  - Police (City, county, and CHP)
  - Fire
  - Medical (ambulances)
- Coordinate with MIS updates



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- Flood Protection/Mitigation on Highway system
- Landslides (e.g., Red Top Slide)
- Earthquakes



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- Develop safety project implementation programs.

- Local Intersections identified in the Solano Travel Safety Study.
- Safe Routes to School projects and programs identified in the Countywide Safe Routes to School Plan.



- What should the STA's travel safety goals and objectives be?
- Are these safety planning projects still the priority of the STA?
- Are there other safety priorities that the STA should address?
- Given the large number of safety tasks that are recommended, what are the STA's priorities for completing these plans and studies?
- How should the STA develop implementation programs to help complete these projects?

- How will the STA fund identified safety improvements and implementation programs?

- Current Funding
  - Highway Safety improvements
    - Caltrans State Highway Operations Protection Program (SHOPP)
    - State Office of Traffic Safety (OTS) Grants
    - Highway Safety Improvement Program (HSIP)
      - \* formerly the Hazard Elimination Safety (HES) Program
  - Safe Routes to School improvements
    - Federal and State Safe Routes to School Grants
    - Air District Clean Air funding (Programmed in cooperation with STA)
    - Bicycle and Pedestrian Project funding (Federal, State, & STA)
- Future funding
  - Transportation Sales Tax



DATE: February 16, 2007  
TO: STA TAC  
FROM: Sam Shelton, Assistant Project Manager  
RE: Safe Routes to School (SR2S) Update

**Background:**

The STA's Safe Routes to School (SR2S) Program is intended to improve the safety of pedestrian and bicycle modes of student travel, by enhancing related infrastructure and programs, and 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 SR2S outreach process is split into three major phases:

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

**Discussion:**

To complete the SR2S Study before the next Federal Safe Routes to School (SRTS) grant applications were due (January 2008), target dates for the remaining SR2S meetings have been drafted. Community task forces are strongly encouraged to complete their committee membership before their targeted first meeting. This allows for the maximum amount of time for schools to conduct their walking audits and propose projects and programs for inclusion into the Countywide SR2S Plan (see Attachment B, "Current Safe Routes to School Public Input Schedule"). STA Staff will be meeting with public works staff prior to each of the first community task force meeting.

As part of the adopted STA Safe Routes to School (SR2S) Program goals, SR2S Program updates will be given to the STA Board on a quarterly basis. Attached for your review is an "STA Safe Routes to School (SR2S) Program Status Report", which contains a countywide summary and the status of each community involved in the program.

**Recommendation:**

Informational.

Attachment:

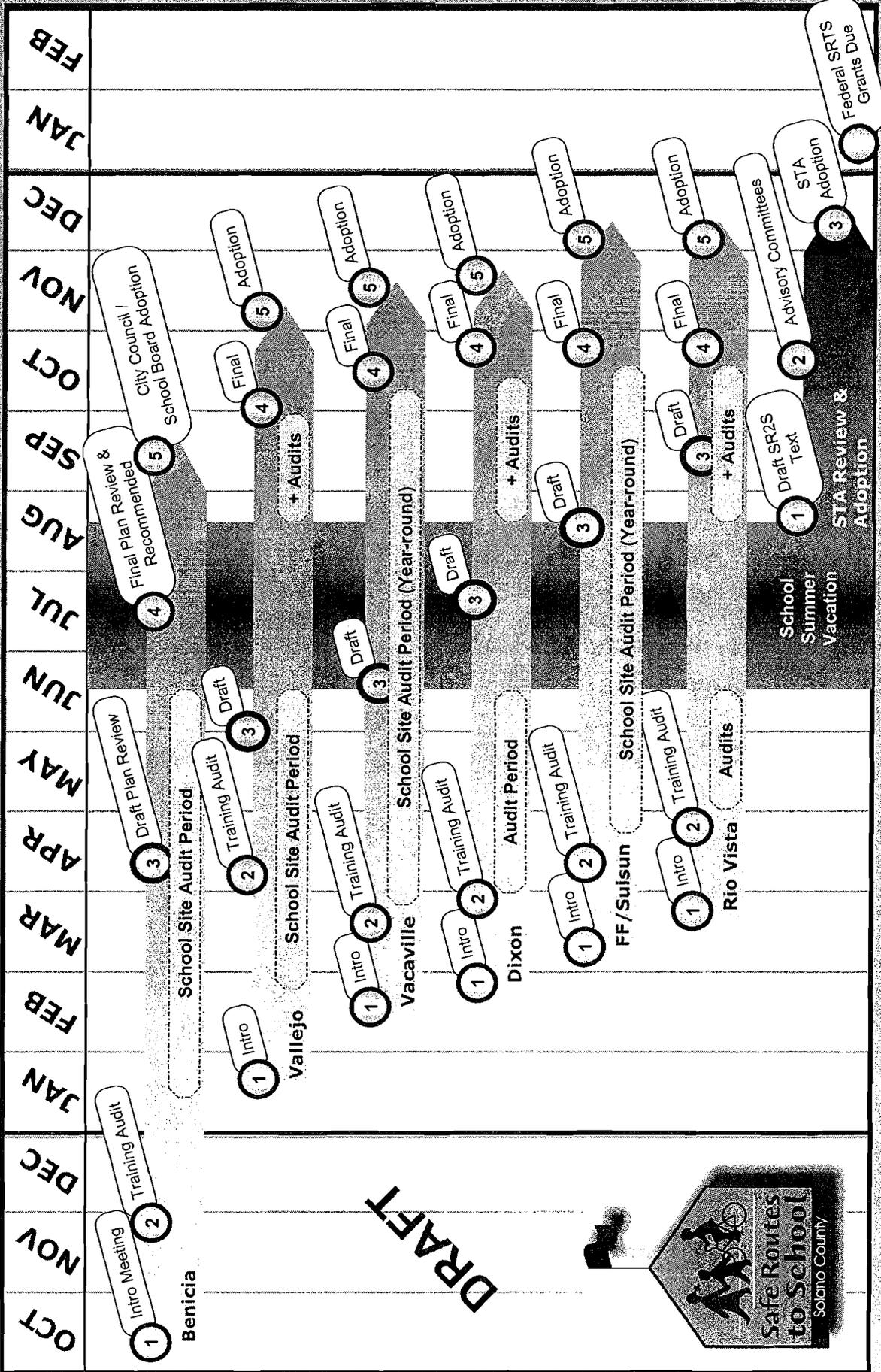
- A. Current STA Safe Routes to School Public Input Schedule, 02-16-07
- B. STA Safe Routes to School (SR2S) Program Status Report, 02-16-2007

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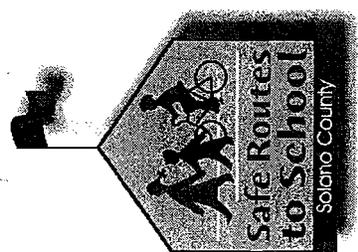
# Safe Routes to School (SR2S) Timeline of Public Input Meetings Concurrent School Audits + December Adoption (01-23-07)

2008

2007



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## STA Safe Routes to School (SR2S) Program Status Report Summary

02-02-2007

**Phase 1 – Introductory Safe Routes to School (SR2S) STA Presentations to City Councils and School Boards - Complete**

**Phase 2 – Public Input Process - Underway**

| <b>Community Task Forces</b> | <b>Next Meeting</b>                                    | <b>Status</b>   |
|------------------------------|--|---|
| <b>Benicia</b>               | Review Draft SR2S Plan<br>April 19,2007                | School walking audits underway.   |
| <b>Dixon</b>                 | Proposed first meeting<br>Feb 26-Mar 2                 | First meeting scheduled for February 28.                                  |
| <b>Fairfield/Suisun</b>      | Proposed first meeting<br>Mar 5-Mar 9                  | City, Fairfield/Suisun USD, and Public Safety Appointments are VACANT     |
| <b>Rio Vista</b>             | Proposed first meeting<br>Mar 19-Mar 23                | City and School Board Appointments are VACANT                             |
| <b>Vacaville</b>             | Proposed first meeting<br>Feb 19-Feb 23                | First meeting scheduled for February 21.                                  |
| <b>Vallejo</b>               | Proposed first meeting<br>Jan 30-Feb 6                 | Training audit to be scheduled for March or April.                        |
| <b>County of Solano</b>      | Include in Solano College and private school meetings. | Appointment follow-up pending on location of unincorporated area schools. |

To complete the SR2S Study before the next Federal Safe Routes to School (SRTS) grant applications are due (January 2008), target dates for the remaining SR2S meetings have been drafted. Community task forces are strongly encouraged to complete their committee membership before their targeted first meeting. This allows for the maximum amount of time for schools to conduct their walking audits and propose projects and programs for inclusion into the Countywide SR2S Plan (see Attachment A, “Draft Safe Routes to School Public Input Schedule”). STA Staff will be meeting with public works staff prior to the first community task force meeting.

### Phase 3 – STA Countywide SR2S Study Development – not underway

| STA Committees   | Target Meeting Dates   |
|--|--|
| Technical, Bicycle, and Pedestrian Advisory Committees | Draft review, September 2007.<br>Final review, October 2007. |
| STA Board  | Adoption, December 2007.                                     |

#### **Background:**

The STA's Safe Routes to School (SR2S) Program is intended to improve the safety of pedestrian and bicycle modes of student travel, by enhancing related infrastructure and programs, and 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 SR2S outreach process is split into three major phases:*

- 1) City Council & School District Board presentations
  - STA Staff presented introductory presentations to all school boards and city councils regarding the SR2S Study and Public Input Process.
  
- 2) Community Task Force meetings

Multi-disciplinary community task forces are responsible for:

  - Holding a training walking audit at a school of their choice
  - Reviewing a draft SR2S Plan of local projects and programs
  - Recommending a final SR2S Plan to their school board and city council
  
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study.
  - City councils and school boards adopt the recommended local SR2S Plans and forward them to the STA Board for inclusion in the Countywide SR2S Plan.
  - STA advisory committees review and recommend the final Countywide SR2S Plan.
  - STA Board adopts the final Solano Countywide SR2S Plan.

# STA SR2S Countywide Steering Committee

## STA Safe Routes to School (SR2S) Program - Status Report

The STA's Countywide Safe Routes to School (SR2S) Steering Committee is a multi-disciplinary committee that makes recommendations to the STA Board regarding how the STA's SR2S Study and Program should be handled.

At their last Steering Committee meeting in December 2006, the committee discussed potential countywide projects and programs that they would like to see implemented before the SR2S Study has been adopted (e.g, Countywide Crossing Guard training funding, safety/public education projects, etc.). STA staff recognizes that there is funding set aside in the Alternative Modes Funding Strategy for safe routes to school projects, alternative fuel vehicle programs, and other miscellaneous projects. Currently, the STA has adopted policy to adopt a SR2S Plan before considering any funding of SR2S Projects.

| STA's Countywide SR2S Steering Committee |              |                                   |
|--|--------------|-----------------------------------|
| Position                                 | Name         | Title                             |
| TAC Member                               | Gary Leach   | Public Works Director             |
| TAC Member                               | Dan Schiada  | Public Works Director             |
| BAC Member                               | Mike Segala  | BAC Representative                |
| PAC Member                               | Eva Laevastu | PAC Representative                |
| Solano County Office of Education        | Dee Alarcon  | County Superintendent of Schools  |
| School District Superintendent           | John Aycock  | Vacaville USD Superintendent      |
| Public Safety Rep                        | Bill Bowen   | Rio Vista Chief of Police         |
| Public Safety Rep                        | Ken Davena   | Benicia Police Department Captain |
| Air Quality Rep                          | Jim Antone   | Yolo-Solano Air District Rep      |
| Public Health Rep                        | Robin Cox    | Solano County Public Health Rep   |

### Phase 1 – Establish SR2S Study Process – COMPLETE

This committee met monthly to establish the SR2S Study Process:

- May 30, 2006
  - Introductory Materials, Layout Workplan
  - Discussed Goals, Policies, and Measurable Objectives for the program
- June 13, 2006
  - Recommended Goals, Policies, and Measurable Objectives
  - Recommended additional Air Quality and Public Health Representatives to the Steering Committee
- July 18, 2006
  - Discussed SR2S Public Input Process & Discussion Materials
- August 15, 2006
  - Recommended SR2S Public Input Process & Discussion Materials
- September 19, 2006
  - Made final recommendations for Discussion Materials

## **Phase 2 – Community Task Forces – IN PROGRESS**

Quarterly status reports will be made by Community Task Forces to the Steering Committee, which will be forwarded to the STA Board. The next Steering Committee meeting is tentatively scheduled for February 13, 2006.

- December 12, 2006
  - Discussed Safe Route to Schools federal grants
  - Received update from Benicia’s recent walking audit experience
  - Reviewed STA SR2S Status report.
  - Discussed potential for countywide SR2S projects and programs
- February 13, 2006:
  - Received update from Benicia’s SR2S representative
  - Discussed draft SR2S meeting schedule
  - Discussed details of task force agendas, roles, and responsibilities
  - Recommended revisions to the SR2S Audit Checklist to include questions regarding non-engineering solutions and specific barriers to walking and bicycling.
- Next meeting scheduled for May 8, 2007 at 2:00pm.
  - Receive status updates from all community task forces.
  - Discuss format of draft local and countywide SR2S Plans.

## **Phase 3 –STA Board adoption of the SR2S Study**

The STA SR2S Steering Committee will review the draft and final SR2S Plans and make a recommendation to the STA Board for adoption in December, 2007.

# Benicia

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- City Council Meeting, May 2, 2006
- School Board Meeting,
  - Benicia USD, August 24, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

Community Task Force responsibilities were delegated by the City Council and School Board to the Traffic Pedestrian and Bicycle Safety Committee (TPBS) and the City Council & School Board Liaison Committee:

| Benicia's SR2S Community Task Force – Two Committees          |   |
|---|---|
| <b>City Council &amp; School Board Liaison Committee</b>      |   |
| Name  | Title                                     |
| Alan Schwartzman  | City Vice-Mayor                           |
| Bill Whitney  | City Councilmember                        |
| Dirk Fulton   | School Board member                       |
| Shirin Samiljan   | School Board member                       |
| Jim Erickson  | City Manager                              |
| Janice Adams  | School Superintendent                     |
| <b>City Traffic Pedestrian &amp; Bicycle Safety Committee</b> |   |
| Elizabeth Patterson   | City Councilmember                        |
| Mark Hughes   | City Councilmember                        |
| Jim Trimble   | Police Chief                              |
| Dan Schiada   | Director of Public Works/Traffic Engineer |
| Michael Throne  | City Engineer                             |

| Meeting/Event   | Dates  |
|---|--|
| Local SR2S Process Discussion   | <b>September 14, 2006</b><br>City Council/School Board Liaison Committee   |
| First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul> | <b>October 19, 2006</b><br>Traffic Pedestrian and Bicycle Safety (TBPS) Committee, Benicia City Hall Commission Room, 7:00 pm  |
| School Based Training Audit   | <b>November 28, 2006</b><br>Benicia High School<br>2:30pm to 5:00pm  |
| Independent School Based Audits Conducted   | <ul style="list-style-type: none"> <li>• Jan 30, Benicia Middle School</li> <li>• Late February, Henderson Elementary School</li> <li>• TBD, Semple Elementary School</li> </ul> |

|  |   |
|--|---|
| <b>Second Community Task Force Meeting</b> <ul style="list-style-type: none"> <li>● STA presents Draft SR2S Plan for initial comments</li> </ul> | <ul style="list-style-type: none"> <li>● April 19, 2007</li> </ul>  |
| <b>Third Community Task Force Meeting</b> <ul style="list-style-type: none"> <li>● Present Final SR2S Plan</li> </ul>                            | <ul style="list-style-type: none"> <li>● July 19, 2007</li> </ul>   |
| <b>Local Adoption of SR2S Plan</b>   | <ul style="list-style-type: none"> <li>● Liaison Committee Approves Plan, September 2007</li> <li>● City Council Adoption, October 2007</li> <li>● School Board Adoption, October 2007</li> </ul> |

# Dixon

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
  - Dixon USD, June 22, 2006
- City Council Meeting, June 27, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

| Dixon's SR2S Community Task Force - INCOMPLETE |                    |                         |
|--|--------------------|-------------------------|
| Position                                       | Name               | Title                   |
| City Appointment                               | Mary Ann Courville | Mayor                   |
| Public Safety Rep                              | Tony Welch         | Dixon Police Department |
| School Board Appt.                             | Chad Koopmeiners   | Dixon USD               |
| STA TAC Rep                                    | Royce Cunningham   | Dixon City Engineer     |
| STA BAC Rep                                    | James Fisk         | Dixon Resident          |
| STA PAC Rep                                    | Michael Smith      | Council Member          |

Below are target dates for community task force meetings.

| Meeting/Event   | Dates  |
|---|--|
| First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>               | February 26-March 2  |
| School Based Training Audit   | March 26 - 30  |
| Independent School Based Audits Conducted   | April to September   |
| Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul> | July 23 - 27   |
| Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>                            | October 8 - 12   |
| Local Adoption of SR2S Plan   | City Council Adoption, November 2007<br>School Board Adoption, November 2007 |

# Fairfield

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
  - Fairfield/Suisun USD, May 25, 2006
  - Travis USD, May 9, 2006
- City Council Meeting, June 20, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

| Fairfield's SR2S Community Task Force - INCOMPLETE |                 |                                  |
|--|-----------------|----------------------------------|
| Position   | Name            | Title                            |
| City Appointment                                   | VACANT          | (possibly a city council member) |
| Public Safety Rep                                  | VACANT          | (possibly Fred Wold, PD)         |
| Fairfield/Suisun USD Rep                           | VACANT          | (possibly a school board member) |
| Travis USD Rep                                     | Wanona Ireland  | Vice President                   |
| STA TAC Rep  | Gene Cortwright | Director of Public Works         |
| STA BAC Rep  | Randy Carlson   | Fairfield Resident               |
| STA PAC Rep  | Pat Moran       | Fairfield Resident               |

The City of Fairfield coordinates two committees, a “3E’s Committee” which discusses SR2S issues between the City of Fairfield and the Fairfield/Suisun USD and an Ad Hoc Committee which includes representatives of the Solano Community College, the City of Fairfield, Fairfield/Suisun USD, and the Travis USD.

To better facilitate SR2S discussions for Fairfield and Suisun City, both committees may choose to meet together to expedite the study process as well as choose the same representatives for the Fairfield/Suisun Unified School District.

| Meeting/Event   | Dates  |
|---|--|
| First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>               | March 5 - 9  |
| School Based Training Audit   | April 9 - 13   |
| Independent School Based Audits Conducted   | April - October  |
| Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul> | August 13 - 17   |
| Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>                            | October 15 - 19  |
| Local Adoption of SR2S Plan   | Fairfield City Council Adoption, November 2007<br>Fairfield Suisun USD, November 2007<br>Travis USD, November 2007 |

# Rio Vista

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
  - River Delta USD, June 20, 2006
- City Council Meeting, July 6, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

| Rio Vista's SR2S Community Task Force - INCOMPLETE |             |                       |
|--|-------------|-----------------------|
| Position   | Name        | Title                 |
| City Appointment                                   | VACANT      |                       |
| Public Safety Rep                                  | Bill Bowen  | Police Chief          |
| River Delta USD Rep                                | VACANT      |                       |
| STA TAC Rep  | Brent Salmi | Public Works Director |
| STA BAC Rep  | Larry Mork  | Rio Vista Resident    |
| STA PAC Rep  |             |                       |

Task force meetings will be scheduled once all committee appointments are made.

| Meeting/Event   | Dates  |
|---|--|
| First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>               | March 19 - 23  |
| School Based Training Audit   | April 23 - 27  |
| Independent School Based Audits Conducted   | May - October  |
| Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul> | September 17 - 21  |
| Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>                            | October 29 – November 2  |
| Local Adoption of SR2S Plan   | City Council Adoption, November 2007<br>School District, November 2007 |

# Suisun City

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meetings
  - Fairfield/Suisun USD, May 25, 2006
- City Council Meeting, July 18, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

| Suisun City's SR2S Community Task Force - INCOMPLETE |                       |                                   |
|--|-----------------------|-----------------------------------|
| Position   | Name                  | Title                             |
| City Appointment                                     | VACANT                | (possibly a city council member)  |
| Public Safety Rep                                    | VACANT                | (possibly Bob Smarto, PD)         |
| Fairfield/Suisun Rep                                 | VACANT                | (possibly the same Fairfield Rep) |
| STA TAC Rep  | Nick Lozano/Lee Evans | Temporary Public Works Director   |
| STA BAC Rep  | Mike Segala           | Councilmember                     |
| STA PAC Rep  |                       |                                   |

To better facilitate SR2S discussions for Fairfield and Suisun City, both committees may choose to meet together to expedite the study process as well as choose the same representatives for the Fairfield/Suisun Unified School District.

| Meeting/Event   | Dates   |
|---|---|
| First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>               | March 5 - 9   |
| School Based Training Audit   | April 9 - 13  |
| Independent School Based Audits Conducted   | May - October   |
| Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul> | August 20 - 24  |
| Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>                            | October 22 - 26   |
| Local Adoption of SR2S Plan   | City Council Adoption, November 2007<br>Fairfield Suisun USD, November 2007 |

# Vacaville

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
  - Vacaville USD, May 18, 2006
- City Council Meeting, June 13, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

#### Vacaville's SR2S Community Task Force - INCOMPLETE

| Position           | Name          | Title                          |
|--------------------|---------------|--------------------------------|
| City Appointment   | Brett Johnson | Planning Commission Vice Chair |
| Public Safety Rep  | Terry Cates   | Vacaville Police Department    |
| School Board Appt. | Larry Mazzuca | USD Board Member               |
| STA TAC Rep        | Dale Pfeiffer | Public Works Director          |
| STA BAC Rep        | Ray Posey     | Vacaville Resident             |
| STA PAC Rep        | Carol Renwick | Vacaville Resident             |

The first task force meeting has been scheduled for February 15 at Vacaville's Emergency Operations Center at 5:45pm to 7:30pm.

| Meeting/Event   | Dates  |
|---|--|
| First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>               | <b>February 21</b>   |
| School Based Training Audit   | March 12 - 16  |
| Independent School Based Audits Conducted   | April – September  |
| Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul> | June 18 - 22   |
| Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>                            | October 1 - 5  |
| Local Adoption of SR2S Plan   | City Council Adoption, Oct/November 2007<br>Vacaville USD, Oct/November 2007 |

# Vallejo

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- School Board Meeting,
  - Vallejo USD, May 17, 2006
- City Council Meeting, May 23, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

#### Vallejo's SR2S Community Task Force – Completed second!

| Position           | Name          | Title                 |
|--------------------|---------------|-----------------------|
| City Appointment   | Hermie Sunga  | Councilmember         |
| Public Safety Rep  | Joel Salinas  | Officer               |
| School Board Appt. | Daniel Glaze  | Vice President        |
| STA TAC Rep        | Gary Leach    | Public Works Director |
| STA BAC Rep        | Mick Weninger | Vallejo Resident      |
| STA PAC Rep        | Lynn Williams | Vallejo Resident      |

The first meeting is scheduled for February 15 at Vallejo City Hall from 5:45pm to 7:30pm.

| Meeting/Event   | Dates  |
|---|--|
| First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>               | <b>February 15</b>   |
| School Based Training Audit   | February 19 – 23   |
| Independent School Based Audits Conducted   | March – September  |
| Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul> | May 21 – 25  |
| Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>                            | September 24 – 28  |
| Local Adoption of SR2S Plan   | City Council Adoption, October 2007<br>School Board Adoption, October 2007 |

# County of Solano

## STA Safe Routes to School (SR2S) Program - Status Report

### Phase 1 – Introductory Presentations - COMPLETE

- Solano Community College
- Board of Supervisors Meeting, May 23, 2006

### Phase 2 – Community Task Forces – IN PROGRESS

| County of Solano Community Task Force Representatives |                  |  |
|---|------------------|--|
| Position  | Name             | Title  |
| Solano Community College                              | Maize Brewington | Vice President of Administrative and Business Services |
| North County Rep                                      | <b>VACANT</b>    |  |
| South County Rep                                      | <b>VACANT</b>    |  |

County of Solano representatives will serve on several Community Task Forces representing schools and residents not located within public school districts or within city boundaries. The SR2S Steering committee recognized that the recommended public input process would not properly address the SR2S needs of private institutions that draw students countywide. **The SR2S Steering committee recommended that if private institutions wished to be involved in the SR2S process, it would be up to the jurisdiction that has public right-of-way around that institution to aid in conducting a walking audit for inclusion in the locally adopted SR2S plans and the STA Countywide SR2S Plan.**

Although private schools cannot receive funding from certain public funding sources, improvements made within the public right-of-way can be funded. There are many private schools in Solano County that are not represented by public school districts. The STA will follow up on which of these schools are not located within cities.

| Area      | School name                        | Students | Grades |
|-----------|------------------------------------|----------|--------|
| Benicia   | Kinder-care Learn Center           | 75       | PK- KG |
| Benicia   | St Dominic Elementary School       | 336      | PK-8   |
| Dixon     | Neighborhood Christian School      | 169      | PK-8   |
| Fairfield | Calvary Baptist School             | n/a      | -      |
| Fairfield | Children's World Learning Center   | 24       | PK-K   |
| Fairfield | Community United Methodist Kingdom | 27       | PK-K   |
| Fairfield | Fairfield Montessori               | 12       | KG-KG  |
| Fairfield | Harvest Valley School              | 79       | K-12   |
| Fairfield | Holy Spirit School                 | 357      | K-8    |
| Fairfield | Kinder Care Learning Center        | 19       | PK-K   |
| Fairfield | Lighthouse Christian School        | 64       | PK-4   |
| Fairfield | Solano Christian Academy           | 236      | PK-8   |
| Fairfield | St Timothy Orthodox Academy        | 3        | 10-11  |
| Fairfield | Trinity Lutheran School            | 75       | K-5    |
| Fairfield | We R Family Christian School       | 16       | PK-3   |

|             |                                      |      |       |
|-------------|--------------------------------------|------|-------|
| Suisun City | Children's World Learning Center     | 7    | KG-KG |
| Suisun City | Our Christian Scholastic Academy     | 5    | K-8   |
| Suisun City | St Martin's Inc.                     | 8    | 5-7   |
| Vacaville   | Bethany Lutheran Ps & Day School     | 151  | K-6   |
| Vacaville   | Notre Dame School                    | 338  | K-8   |
| Vacaville   | Royal Oaks Academy                   | 41   | PK-6  |
| Vacaville   | Vacaville Adventist                  | 34   | K-8   |
| Vacaville   | Vacaville Christian Schools          | 1248 | PK-12 |
| Vallejo     | Hilltop Christian School             | 167  | PK-8  |
| Vallejo     | La Petice Academy                    | 9    | PK-K  |
| Vallejo     | New Horizons                         | 5    | PK-K  |
| Vallejo     | North Hills Christian Schools        | 541  | K-12  |
| Vallejo     | Reignierd School                     | 84   | K-12  |
| Vallejo     | St Basil Elementary School           | 354  | PK-8  |
| Vallejo     | St Catherine Of Siena School         | 327  | K-8   |
| Vallejo     | St Patrick – St. Vincent High School | 644  | 9-12  |
| Vallejo     | St Vincent Ferrer School             | 350  | K-8   |

Further information regarding these schools can be found here:

Private Elementary Schools,

[http://www.privateschoolreview.com/county\\_middle\\_schools/stateid/CA/county/6095](http://www.privateschoolreview.com/county_middle_schools/stateid/CA/county/6095)

Private High Schools

[http://www.privateschoolreview.com/county\\_high\\_schools/stateid/CA/county/6095](http://www.privateschoolreview.com/county_high_schools/stateid/CA/county/6095)



DATE: February 20, 2007  
TO: STA TAC  
FROM: Janet Adams, Director of Projects  
RE: State Route (SR) 12 Safety Update

**Background:**

The Solano Transportation Authority (STA) Board approved several near term safety implementation recommendations for State Route (SR) 12 at their January 10, 2007 meeting. Immediate strategies were to 1.) Obtain an Office of Traffic Safety (OTS) grant with Solano County's Law enforcement agencies, 2.) Sponsor state legislation to designate SR 12 Corridor as a double fine enforcement zone, and 3.) Re-engage the SR 12 Steering Committee to make recommendations to the STA Board with regard to strategies and actions to improve safety on SR 12.

**Discussion:**

The focus on SR 12 has four main components; enforcement, legislative, education and signing, and engineering. The SR 12 Steering Committee will hold its first meeting since October 31, 2005. The meeting will be held on March 1, 2007 at 9:30 AM at Suisun City Hall. The draft agenda is provided as Attachment A. The members of the SR 12 Steering Committee are:

Ed Woodruff, Committee Chairperson, Mayor City of Rio Vista  
Pete Sanchez, Mayor City of Suisun City  
Harry Price, Mayor City of Fairfield  
Jim Sperring, Solano County Board of Supervisors  
Mike Reagan, Solano County Board of Supervisors

In addition to the Steering Committee, there is a Technical Advisory Committee comprised of:

Sue Ward, California Highway Patrol, Solano County  
Bijan Sartipi, Caltrans District 4/Doanh Nguyen, Caltrans District 4  
Wil Ridder, San Joaquin Council of Governments  
Brent Salmi, Rio Vista Public Works  
Gene Cortright, Fairfield Public Works  
Lee Evans, Suisun City Public Works  
Birgetta Corsello, Solano County  
Daryl Halls, STA/Janet Adams, STA

In order to improve safety on the SR 12 Corridor, the SR 12 Steering Committee will develop and recommend to the STA Board a comprehensive strategy that is comprised of four major elements; enforcement, legislative, education and signing, and engineering.

This update is focused on efforts within these categories.

### Enforcement:

The California Highway Patrol (CHP) did submit a Major Grant for the SR 12 Corridor from I-80 to I-5 for enhanced enforcement to the Office of Traffic Safety (OTS) before the January 31, 2007 deadline. Law enforcement agencies along the corridor are eligible to participate in the enhanced enforcement efforts should the CHP be successful in obtaining the grant. The law enforcement agencies would be required to enter into an agreement with the CHP to participate in the grant. The OTS is expected to announce grant recipients on May 1, 2007. The grant reimbursements would begin in October 2007.

The CHP did recently obtain an additional 2000 hours of overtime to use for SR 12 enhanced enforcement. The heightened safety needs of SR 12 brought this additional resource to CHP. In addition, the CHP has announced that Solano County will receive 4 officers starting May 31<sup>st</sup> to backfill vacancies in the county.

### Legislative:

Assemblywomen Lois Wolk has introduced Assembly Bill (AB) 112 to make SR 12 Corridor from I-80 to I-5 a double fine zone for 5 years. The 5-year time frame will provide the double fine zone through the time frame for the major capital improvements that are scheduled to begin in 2008 between Rio Vista and Suisun City.

Assemblywomen Lois Wolk has also introduced Assembly Concurrent Resolution (ACR) 7 to make a segment between Olsen Road and SR 113 on SR 12 the Officer Lamoree Memorial Highway.

### Education and Signing:

The STA staff will provide an overview of options for educating the public on the safety issues regarding SR 12 at the March 1<sup>st</sup> Steering Committee. The approach could comprise of a corridor newsletter, focused high school discussions, public service announcements (PSAs) on radio, local cable access show and participation in a safety fair.

STA will apply for a federal grant to provide funding for safety signing on SR 12. The signing would be part of the education element to increase awareness of drivers along to corridor.

### Engineering:

Caltrans has several capital improvements scheduled for SR 12 in Solano County (See Attachments B). They are:

Rumble Strip (Near Suisun City) - Construction to start May 2007

Rumble Strip (near Rio Vista) - Construction to start June 2007

Asphalt Overlay (9 miles between I-80 to Walters Road) - Construction to start May 2007

Curve Correction and Shoulder Widening - Construction to start 2008.

STA is ready to begin the Project Study Report for improvements to the SR 12/Church road intersection and the Rio Vista Bridge Study. Once the Federal Highway Administration (FHWA) authorizes the allocation of funds, STA will enter into a contract to start both of these studies. In addition, the STA will use Planning, Programming, and Monitoring (PPM) funds to begin the update of the SR 12 Major Investment Study (MIS). This update will consider future traffic forecasts, truck traffic forecast, and accident data to develop recommendations to improve safety on the corridor. The recommendations will consider short term and long term improvements to both address

safety and forecasted traffic demand. In addition, based on feedback from the STA Board the recommendations will be a combination of small and large estimated valued improvements.

**Fiscal Impact:**

The STA will potentially be eligible to receive funding reimbursement through the OTS grant for assisting in administering the grant program with specific element being the education and signing of SR 12. The exact amount is still to be determined.

**Recommendation:**

Informational.

Attachments:

- A. Draft Agenda SR 12 Steering Committee, March 1, 2007
- B. SR 12 SHOPP Map (To be provided under separate cover.)

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## STATE ROUTE 12 STEERING COMMITTEE

9:30 –11:00 a.m., Thursday, March 1, 2007

Suisun City Hall  
Board Chamber Room  
101 Civic Center Blvd.  
Suisun City, CA 94585

### MEETING AGENDA

#### Steering Committee Members

Ed Woodruff, Committee Chairperson, Mayor City of Rio Vista  
Pete Sanchez, Mayor City of Suisun City  
Harry Price, Mayor City of Fairfield  
Jim Spering, Solano County Board of Supervisors  
Mike Reagan, Solano County Board of Supervisors

#### Steering Committee Technical Advisory Committee

Sue Ward, California Highway Patrol, Solano County  
Bijan Sartipi, Caltrans District 4/Doanh Nguyen, Caltrans District 4  
Wil Ridder, San Joaquin Council of Governments  
Brent Salmi, Rio Vista Public Works  
Gene Cortwright, Fairfield Public Works  
Lee Evans, Suisun City Public Works  
Birgetta Corsello, Solano County  
Daryl Halls, STA/Janet Adams, STA

#### Participating Staff/Associations

Stacey McKinley, Representative Dan Lungren's Office  
Ricardo Blanco, Representative Ellen Tauscher's Office  
Dawn LaBar, Assemblymember Lois Wolk's Office  
Nichole Becker, Senator Mike Machado's Office  
Kay Woodson, Assemblymember Pat Wiggins' Office  
Jan Vick, Highway 12 Association  
Fairfield-Suisun City Chamber of Commerce  
Rio Vista Chamber of Commerce  
Fairfield Suisun Unified School District  
River Delta Unified School District (Rio Vista)

Phil Kohlmetz, Western Railway Museum  
Sue Coutts, California Highway Patrol, San Joaquin County  
Andy Jones, California Highway Patrol, Sacramento County  
Bernie Matthews, Fairfield Police Department  
William Bowen, Rio Vista Police Department  
Edmund Dadisho, Suisun Police Department  
Paul Wiese, Solano County  
Doahn Nguyen, Caltrans District 4  
Cameron Oakes, Caltrans District 4  
Tom Dumas, Caltrans District 10  
Bruce Detera, Caltrans District 3

**STA Staff:**

Janet Adams, Solano Transportation Authority  
Robert Macaulay, Solano Transportation Authority  
Jayne Bauer, Solano Transportation Authority  
Robert Guerrero, Solano Transportation Authority

- I. INTRODUCTIONS/APPROVAL OF AGENDA** Mayor Woodruff  
(9:30 – 9:35 a.m.)
- II. PUBLIC COMMENTS**  
(9:35 – 9:40 a.m.)
- III. BACKGROUND/PURPOSE OF THE MEETING** Daryl Halls, STA  
(9:40 – 9:50 a.m.)
- IV. INFORMATION ITEMS**
- A. State Route (SR) 12 Enforcement Update** Sue Ward, Solano CHP  
▪ *Office of Traffic (OTS) Safety Grant Status Update*  
▪ *SR 12 Traffic Violations/Collisions Update*  
▪ *Upcoming Enforcement Campaigns*  
(9:40 – 9:50 a.m.)  
**Collision Data Attachment (IV.A) included on Pg. 1**

**B. State Route (SR) 12 Legislation**

Jayne Bauer, STA

- *Double Fine Zone (AB 112) – Wolk*
- *Rio Vista Police Officer, David Lamoree*  
*SR 12 Memorial (ACR 7) – Wolk*
- *SR 12 Traffic Safety Federal Appropriations Request*  
*(\$200,000)*

(9:50 – 10:00 a.m.)

**AB 112 Attachment (IV.B1) included on Pg. 2**

**ACR 7 Attachment (IV.B2) included on Pg. 4**

**Federal Appropriations Attachment (IV.B3) included on Pg. 7**

**C. Solano State Route (SR) 12 Planning and Safety Projects**

Janet Adams, STA

- *Rio Vista Bridge Feasibility Study*
- *SR 12/Church Road Project Study Report (PSR)*
- *Caltrans State Highway Operations Protection Program*  
*(SHOPP) Projects*
- *Jameson Canyon*

Doanh Nguyen  
Caltrans District 4

(10:00 – 10:15 a.m.)

**SHOPP Attachment (IV.C) included on Pg. 9**

**D. San Joaquin State Route (SR) 12 Planning and Capital Projects**

Wil Ridder, SJCOG

(10:15 – 10:25 a.m.)

**V. PROVIDE INPUT**

**A. State Route (SR) 12 Safety and Education Campaign**

Jayne Bauer, STA

- Past Education Campaigns
- Billboards/Signs
- School and Community Participation
- Safety Fair
- Brochure/Flier/Giveaways

(10:25 – 10:35 a.m.)

**VI. DISCUSSION**

**A. NEXT STEPS**

Daryl Halls, STA

- Potential Work Plan/Milestones
- Schedule

(10:35 – 10:45 a.m.)

**VII. COMMENTS FROM COMMITTEE MEMBERS**

(10:45 – 11:00 a.m.)

**VIII. ADJOURNMENT**

The next SR 12 Steering Committee Meeting is scheduled for **Thursday, May 3, 2007 at 9:00 a.m.** at a location to be determined.

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DATE: February 16, 2007  
TO: STA TAC  
FROM: Sam Shelton, Assistant Project Manager  
RE: Project Delivery Update

**Background:**

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

**Discussion:**

There are six project delivery reminders for the TAC:

1. Final Federal Obligation Plan Federal Fiscal Year (FFY) 2006-07 for Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds:

- Send E-76 Request to Caltrans by March 1, 2007
- Receive E-76 by May 31, 2007.

| <b>Projects on MTC's FY 2006/07 Federal Obligation List</b> |                  |  |
|---|------------------|--|
| <b>Agency</b>   | <b>TIP ID</b>    | <b>Project</b>   |
| <b>Benicia</b>  | <b>SOL050014</b> | Columbus Parkway Rehabilitation<br>(reprogrammed to Benicia - West "K" St Rehab)   |
| <b>Dixon</b>  | <b>SOL050051</b> | North Fourth Street and East "A" Street Rehabilitation<br>(submitted E-76 request) |
| <b>Fairfield</b>  | <b>SOL010023</b> | Hilborn Road Rehabilitation<br>(submitted E-76 request)                            |
| <b>Fairfield</b>  | <b>SOL050033</b> | Linear Park Trail<br>(will submit E-76 request)                                    |
| <b>Solano County</b>  | <b>SOL010024</b> | Various Streets and Rehabilitation<br>(submitted E-76 request)                     |
| <b>Solano County</b>  | <b>SOL050024</b> | Vacaville-Dixon Bike Route<br>(submitted E-76 request)                             |
| <b>Suisun City</b>  | <b>SOL050053</b> | Sunset Avenue Rehabilitation<br>(submitted E-76 request)                           |
| <b>Vacaville</b>  | <b>SOL050027</b> | Centennial Bike Way<br>(submitted E-76 request)                                    |

|                  |                  |  |
|------------------|------------------|--|
| <b>Vacaville</b> | <b>SOL050054</b> | Dobbins St and East Monte Vista Rehabilitation<br>(will submit E-76 request by end of May) |
| <b>Vallejo</b>   | <b>SOL050023</b> | Vallejo Station Pedestrian Links<br>(will submit E-76 request)                             |

2. State Transportation Improvement Program (STIP) FY 2006-07 and 2005-06 extended project allocation request deadlines

Per MTC Resolution 3606, projects programmed in the current fiscal year of the STIP must be allocated in that fiscal year. Project sponsors that will need to request an allocation extension will need to submit not only an allocation extension request to MTC and Caltrans, but also project status for all projects programmed with federal and state money by that agency.

| <b>Projects previously extended that require STIP allocation from CTC by April</b>  |   |                       |
|---|---|-----------------------|
| <ul style="list-style-type: none"> <li>Submit allocation request to MTC and Caltrans Local Assistance no later than <u>February 20, 2007</u> to receive allocations by April 25-26, 2007</li> </ul> |   |                       |
| Agency  | Project   | STIP FY 2006-07 Funds |
| Fairfield   | Downtown Pedestrian Project<br>(Allocation Request Submitted) | \$350,000 CON         |
| <b>Projects that require STIP allocation from CTC by June</b>   |   |                       |
| <ul style="list-style-type: none"> <li>Submit allocation request to MTC and Caltrans Local Assistance no later than <u>April 2, 2007</u> to receive allocations by June 6-7, 2007</li> </ul>        |   |                       |
| Dixon   | Dixon Intermodal Facility<br>(Allocation Request Submitted)   | \$543,000 PS&E        |
| Vallejo   | Ferry Maintenance Facility                                    | \$425,000 CON         |

3. Inactive Obligations

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

| <b>December 2006 Inactive Projects (10/01/06 to 12/31/06)</b>  |  |                  |
|--|--|------------------|
| <ul style="list-style-type: none"> <li>Submit an invoice by February 9, 2007 or</li> <li>Submit a justification form to Caltrans Local Assistance by March 1, 2007.</li> </ul> |  |                  |
| Agency   | Project  | Unexpended Funds |
| Benicia  | WB Route 780 at E. 2 <sup>nd</sup> St, On/Off Ramps, Install Traffic Signals<br>(Final Report Resubmitted) | \$10,000         |
| <b>Projects that will become inactive by March 2007</b>  |  |                  |
| Vallejo  | Downtown Vallejo Square, Pedestrian Enhancements/Landscape<br>(Final Invoice Resubmitted)                  | \$586,839        |
| Vacaville  | Alamo Creek, North side from Alamo to Marshall Rd, Ped/Bike Path<br>(Final Report to be submitted)         | \$111,514        |

4. SAFETEA-LU update Transportation Improvement Program (TIP) Amendment  
The MTC 2007 TIP adopted in October 2006 has not been adopted by FHWA as SAFETEA-LU compliant. MTC is working with FHWA to resolve this SAFETEA-LU compliance problem (see Attachment A for an updated MTC staff report). However, if MTC does not receive this certification from FHWA, the 2007 TIP will be locked down starting July 1, 2007. No new projects or new project phases will be added to the TIP until MTC either resolves its SAFETEA-LU compliance problems by July 1, 2007 or creates a new SAFETEA-LU compliant TIP in February 2009. This lockdown includes anything that needs to be listed in the TIP for federal funding reasons or projects that will require a federal action before February 2009, such as NEPA procedures.

As of January 5, 2007, FHWA and MTC have come to an agreement that administrative amendments can be made to the TIP during the formal amendment process, prior to July 1, 2007. Administrative amendments are small changes to existing TIP listed projects that do not change the funding amounts for a project by more than 20% of the total project cost or \$2 million.

5. MTC Project Delivery Working Group tasks:  
MTC's Project Delivery Working Group (PDWG) is an MTC forum for discussing regional project delivery issues at the Congestion Management Agency project manager level. These meetings usually discuss current project delivery deadlines and procedure updates. At their next meeting, the PDWG will discuss ways to improve the project delivery process, such as the possibility of tracking project delivery deadlines for each project (allocation, obligation, and inactive project deadlines, etc.). Please forward any additional suggestions to the STA at the February 28<sup>th</sup> TAC meeting for consideration at the next PDWG meeting.
6. Proposed STA Project Delivery Working Group:  
Between conversations with individual project managers and programming staff at MTC and Caltrans, the STA intends to create a local Project Delivery Working Group composed of agency project managers. This group will be responsible for guiding the creation of a comprehensive project delivery guidance document (which will include all funding sources and programming steps between being approved in a transportation plan to project close out and subsequent project monitoring). This group will also update STA staff on the status of federal and state funded projects to make sure that funding deadlines are met. STA staff proposes that this group meet quarterly as well as receive "Project Delivery Update" STA staff reports at the same time as the TAC packet release.

The first STA Project Delivery Working Group meeting is proposed to be scheduled on the Monday or Tuesday preceding the TAC. TAC members are asked to nominate agency representatives at the project manager level to attend these meetings. Other project managers with questions are also welcome to attend.

**Recommendation:**  
Informational.

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**Solano Transportation Authority  
Board Meeting/Workshop Highlights  
February 14, 2007  
6:00 p.m.**

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**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 February 14, 2007 STA Board Meeting/Workshop

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of February 14, 2007. If you have any questions regarding specific items, please call me at 424-6008.

**BOARD MEMBERS PRESENT:**

|                                  |                     |
|----------------------------------|---------------------|
| Anthony Intintoli (Chair)        | City of Vallejo     |
| Steve Messina (Vice Chair)       | City of Benicia     |
| Mary Ann Courville               | City of Dixon       |
| Harry Price                      | City of Fairfield   |
| Ed Woodruff                      | City of Rio Vista   |
| Pete Sanchez                     | City of Suisun City |
| Steve Wilkins (Alternate Member) | City of Vacaville   |
| John Silva                       | County of Solano    |

**BOARD MEMBERS ABSENT:**

|               |                   |
|---------------|-------------------|
| Len Augustine | City of Vacaville |
|---------------|-------------------|

**ACTION ITEMS: FINANCIAL**

**A. 2006 State Transportation Improvement Program (STIP) Augmentation Recommendation:**

Approve the programming of 2006 STIP Augmentation funds as shown in Attachment A.

| Highway Funds (\$11.67 M) | PTA Funds (\$5.33 M) |
|---------------------------|----------------------|
|---------------------------|----------------------|

|  |   |
|--|---|
| PPM FY 2007-08 through FY 2010-11<br>(\$2.833 M) | Dixon Transit Center<br>(\$1.33 M Envir.) |
|--|---|

|  |  |
|--|--|
| SR 12 Jameson Canyon<br>(\$7 M Design) | Vallejo Ferry Maint. Station<br>(\$2.0 M Construction) |
|--|--|

|             |                                   |
|-------------|-----------------------------------|
| Jepson Pkwy | Fairfield-Vacaville Train Station |
|-------------|-----------------------------------|

(\$1.837 M)

(\$2.0 M Construction)

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

**B. Transit Capital Funding Plan**

Recommendation:

Authorize the Executive Director to enter into an agreement with Parsons Brinkerhoff Construction Services (PBCS) to provide construction management services for the North Connector Project and the Green Valley Bridge Widening Project for an amount not to exceed \$2,230,000 with a contract term until December 2009.

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

**ACTION ITEMS – NON-FINANCIAL**

**A. Legislative Update – February 2007**

Jayne Bauer introduced two bills; Assembly Bill (AB) 112 (Wolk) SR 12 Highway Safety Enhancement, Double Fine Zone and ACR 7 (Wolk) Officer David Lamoree Memorial Highway (SR 12).

Recommendation:

Approve the adoption of the following positions on proposed state legislative items:

- AB 112 (Wolk) – Sponsor and support; approve Resolution No. 2007-03
- ACR (Wolk) – Cosponsor and support

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

**BOARD MEMBER DISCUSSION ITEMS - WORKSHOP**

**A. Solano Travel Safety Plan and Priorities Workshop**

Janet Adams and Sam Shelton provided an overview on STA's travel safety goals and objectives.

**B. Introduction – Implementation of County Transportation for Livable Communities (TLC) Plan at the Community Level**

Robert Guerrero introduced and provided background on the TLC Plan.

**CONSENT CALENDAR ITEMS**

On a motion by Member Price, and a second by Member Sanchez, consent calendar items A through J were unanimously approved with the exception of VII.G, I-80 High Occupancy Vehicle (HOV) Lanes Project Regional Measure 2 (RM 2) Allocation Request which was pulled for public comment.

- A. STA Board Minutes of January 10, 2007**  
Recommendation:  
Approve STA Board Minutes of January 10, 2007.
- B. Review Draft TAC Minutes of January 31, 2007**  
Recommendation:  
Receive and file.
- C. Updated STA Board Meeting Schedule for Calendar Year 2007**  
Recommendation:  
Informational.
- D. Route (Rt.) 30 and 90 Services and Funding Agreement**  
Recommendation:  
Approve the following:  
Authorize the Executive Director to execute a service and funding agreement for Rts. 30 and 90 with Fairfield/Suisun Transit.
- E. Planning, Programming and Monitoring (PPM) Fiscal Year (FY) 2007-08 Work Plan**  
Recommendation:  
Approve FY 2007-08 Planning, Programming and Monitoring (PPM) Work Plan.
- F. State Route (SR) 113 Corridor Study Contract**  
Recommendation:  
Authorize the Executive Director to enter into a contract agreement with Kimley Horn and Associates to complete the SR 113 Major Investment and Corridor Study for an amount not to exceed \$275,000.
- G. This item was pulled for public comment.**
- H. Jepson Parkway Project Contract Amendments**  
Recommendation:  
Authorize the Executive Director to amend the contract with Jones and Stokes for an additional \$25,000 and to amend the PBS&J contract for \$473,815 for the preparation of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Jepson Parkway Project until December 30, 2008.
- I. Right-of-Way Acquisition Services for the North Connector Project**  
Recommendation:  
Approve the attached Resolution No. 2007-02 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$6.525 million for Final Design for the I-80 HOV Lanes project and for the construction of the Green Valley Bridge Widening project.
- J. Solano Transit Consolidation Study Budget Amendment**  
Recommendation:  
Authorize the Executive Director to enter into a contract with DKS Associates for the countywide Transit Consolidation Study in an amount not-to-exceed \$150,000.

**G. I-80 High Occupancy Vehicle (HOV) Lanes Project Regional Measure 2 (RM 2) Allocation Request**

**Recommendation:**

Approve the attached Resolution No. 2007-02 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$6.525 million for Final Design for the I-80 HOV Lanes project and for the construction of the Green Valley Bridge Widening project.

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

**UPDATE FROM STAFF:**

**Caltrans Report**

STA's Janet Adams provided report on behalf of Doanh Nguyen, Caltrans District Project Manager, regarding the status of paving and rehabilitation projects on I-80 and State Route (SR) 12.

**MTC Report:**

MTC Commissioner Sperring reported meeting with California Transportation Commission (CTC) Commissioners regarding Proposition 1B CMIA funds for Solano County projects.

**STA Report:**

1. **Environmental Document Overview – Janet Adams**
2. **State Legislative Update from Shaw/Yoder, Inc. – Gus Khouri**

**INFORMATIONAL ITEMS**

- A. **State Route (SR) 12 Safety Update**  
Informational

**NO DISCUSSION**

**B. 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. **SR 12 SHOPP Projects**

Informational

- C. **Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2007-08 Status**  
Informational

- D. **Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2007-08**  
Informational

- E. 2009 Metropolitan Transportation Commission (MTC) Regional Transportation Plan (RTP) Approach and Schedule**  
Informational
  
- F. Safe Routes to School (SR2S) Update**  
Informational
  
- G. Funding Opportunities Summary**  
Informational

#### **ADJOURNMENT**

The STA Board meeting was adjourned at 7:40 p.m. The next regular meeting of the STA Board is a meeting/workshop scheduled on **Wednesday, March 14, 2007, 6:00 p.m. at the Suisun City Hall.**

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DATE: February 20, 2007  
TO: STA TAC  
FROM: Johanna Masclat, Clerk of the Board  
RE: STA Board and Advisory Committee Meeting Schedule for 2007

**Background:**

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

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**Attachment:**

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

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Solano Transportation Authority

STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2007

|              |            |  |                            |           |
|--------------|------------|--|----------------------------|-----------|
| February 28  | 10:00 a.m. | Intercity Transit Consortium   | STA Conference Room        | Confirmed |
|              | 1:30 p.m.  | Technical Advisory Committee (TAC)                                       | STA Conference Room        | Confirmed |
| March 1      | 9:30 a.m.  | SR 12 Steering Committee   | Suisun City Hall           | Confirmed |
| March 8      | 6:30 p.m.  | Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) | STA Conference Room        | Confirmed |
| March 14     | 6:00 p.m.  | STA Board Meeting  | Suisun City Hall           | Confirmed |
| March 16     | 12 noon    | Paratransit Coordinating Council (PCC)                                   | STA Conference Room        | Confirmed |
| March 28     | 10:00 a.m. | Intercity Transit Consortium   | STA Conference Room        | Confirmed |
|              | 1:30 p.m.  | Technical Advisory Committee (TAC)                                       | STA Conference Room        | Confirmed |
| April 5      | 6:30 p.m.  | Bicycle Advisory Committee (BAC)   | STA Conference Room        | Tentative |
| April 11     | 6:00 p.m.  | STA Board Meeting  | Suisun City Hall           | Confirmed |
| April 25     | 10:00 a.m. | Intercity Transit Consortium   | STA Conference Room        | Confirmed |
|              | 1:30 p.m.  | Technical Advisory Committee (TAC)                                       | STA Conference Room        | Confirmed |
| May 9        | 6:00 p.m.  | STA Board Meeting  | Suisun City Hall           | Confirmed |
| May 17       | 6:00 p.m.  | Pedestrian Advisory Committee (PAC)                                      | STA Conference Room        | Tentative |
| May 18       | 12 noon    | Paratransit Coordinating Council (PCC)                                   | Fairfield Community Center | Confirmed |
| May 30       | 10:00 a.m. | Intercity Transit Consortium   | STA Conference Room        | Confirmed |
|              | 1:30 p.m.  | Technical Advisory Committee (TAC)                                       | STA Conference Room        | Confirmed |
| June 7       | 6:30 p.m.  | Bicycle Advisory Committee (BAC)   | STA Conference Room        | Tentative |
| June 13      | 6:00 p.m.  | STA Board Meeting  | Suisun City Hall           | Confirmed |
| June 27      | 10:00 a.m. | Intercity Transit Consortium   | STA Conference Room        | Confirmed |
|              | 1:30 p.m.  | Technical Advisory Committee (TAC)                                       | STA Conference Room        | Confirmed |
| July 11      | 6:00 p.m.  | STA Board Meeting  | Suisun City Hall           | Confirmed |
| July 19      | 6:00 p.m.  | Pedestrian Advisory Committee (PAC)                                      | STA Conference Room        | Tentative |
| July 20      | 12:30 p.m. | Paratransit Coordinating Council (PCC)                                   | Fairfield Community Center | Confirmed |
| August 2     | 6:30 p.m.  | Bicycle Advisory Committee (BAC)   | STA Conference Room        | Tentative |
| August 29    | 10:00 a.m. | Intercity Transit Consortium   | STA Conference Room        | Confirmed |
|              | 1:30 p.m.  | Technical Advisory Committee (TAC)                                       | STA Conference Room        | Confirmed |
| September 12 | 6:00 p.m.  | STA Board Meeting  | Suisun City Hall           | Confirmed |
| September 20 | 6:00 p.m.  | Pedestrian Advisory Committee (PAC)                                      | STA Conference Room        | Tentative |
| September 21 | 12:30 p.m. | Paratransit Coordinating Council (PCC)                                   | Fairfield Community Center | Confirmed |
| September 26 | 10:00 a.m. | Intercity Transit Consortium   | STA Conference Room        | Confirmed |
|              | 1:30 p.m.  | Technical Advisory Committee (TAC)                                       | STA Conference Room        | Confirmed |
| October 4    | 6:30 p.m.  | Bicycle Advisory Committee (BAC)   | STA Conference Room        | Tentative |
| October 10   | 6:00 p.m.  | STA Board Meeting  | Suisun City Hall           | Confirmed |
| October 31   | 10:00 a.m. | Intercity Transit Consortium   | STA Conference Room        | Confirmed |
|              | 1:30 p.m.  | Technical Advisory Committee (TAC)                                       | STA Conference Room        | Confirmed |
| November 14  | 6:00 p.m.  | STA's 10 <sup>th</sup> Annual Awards                                     | TBD - Vallejo              | TBD       |
| November 15  | 6:00 p.m.  | Pedestrian Advisory Committee (PAC)                                      | STA Conference Room        | Tentative |
| November 16  | 12:30 p.m. | Paratransit Coordinating Council (PCC)                                   | Fairfield Community Center | Confirmed |
| November 28  | 10:00 a.m. | Intercity Transit Consortium   | STA Conference Room        | Confirmed |
|              | 1:30 p.m.  | Technical Advisory Committee (TAC)                                       | STA Conference Room        | Confirmed |
| December 6   | 6:30 p.m.  | Bicycle Advisory Committee (BAC)   | STA Conference Room        | Tentative |
| December 12  | 6:00 p.m.  | STA Board Meeting  | Suisun City Hall           | Confirmed |
| December 26  | 10:00 a.m. | Intercity Transit Consortium   | STA Conference Room        | Tentative |
|              | 1:30 p.m.  | Technical Advisory Committee (TAC)                                       | STA Conference Room        | Tentative |

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DATE: February 21, 2007  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Draft Business Plan Update Fiscal Year (FY) 2006-07 and FY 2007-08 for the Capitol Corridor and Public Workshops

**Background:**

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

Supervisor Jim Spering and Mayor Mary Ann Courville serve as the STA Board members and Mayor Len Augustine is the STA Board alternate on the 16-member CCJPA Board. STA staff serves on the Capitol Corridor Staff Coordinating Group (SCG), along with staff from the other five member agencies: Placer County Transportation Planning Agency (PCTPA), Yolo County Transportation District (YCTD), Sacramento Regional Transit District (Sac RT), San Francisco Bay Area Rapid Transit District (BART) and Santa Clara Valley Transportation Authority (VTA).

**Discussion:**

The Board of Directors of the CCJPA plans to release its Final Draft Business Plan Update for FY 2007-08 and FY 2008-09 for public review and comment on February 23, 2007. Attachment A is the CCJPA staff Draft Business Plan Update. The Final Draft will be distributed at the TAC meeting on February 28, 2007. Comments on the plan are due (on a date yet to be determined) prior to the CCJPA Board meeting of March 21, 2007 and can be submitted via the CCJPA website at [www.capitolcorridor.org](http://www.capitolcorridor.org) or by mail to the CCJPA.

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

- ✓ Maintains the current 32-weekday-train service plan (16 daily roundtrips) for FY 2007-08 and FY 2008-09 with no increase in State budget funds;
- ✓ Assumes annual allocation of operating funds from the State will fund the current service plan for FY 2007-08 and FY 2008-09;
- ✓ Expects that capacity growth for the Capitol Corridor will be primarily in longer trains to ease overcrowding rather than increasing the number of daily trains;

- ✓ Anticipates capital programming capacity available from the 2006 State Transportation Improvement Program (STIP) and the voter-approved Proposition 1A and 1B to fund some or all of the capital projects nominated by the CCJPA including track improvements and purchase of new rolling stock; and
- ✓ Builds on the successes of previous award-winning marketing campaigns to raise awareness of the Capitol Corridor “brand” as a viable transport alternative along the Northern California’s congested highway corridors and focuses on directives set forth in the CCJPA Board’s 2005 updated Vision Plan.

As part of the public review process, the CCJPA invites members of the public to attend the annual series of workshops to have direct input into the future plans for the Capitol Corridor (i.e. fares, schedules, stations) as the CCJPA Board seeks to make the train service the preferred means of travel along the I-80/I-680/I-880 corridor. The dates for the public workshops have not yet been finalized, but will be scheduled prior to the CCJPA Board meeting on March 21, 2007.

A mid-year recap reveals that the revenue-to-cost ratio is well above last year’s record high (46%), and this year will likely be 50% or better. CCJPA was at 29.8% recovery just before entering into its first Amtrak agreement in October 1998, and had only 8 daily trains on the line. Since the increase from 24 to 32 daily weekday trains in late summer of 2006, October, November and December were each up 10% in passengers and an average of 19% in revenue. January made four straight months of record growth in both ridership and revenue.

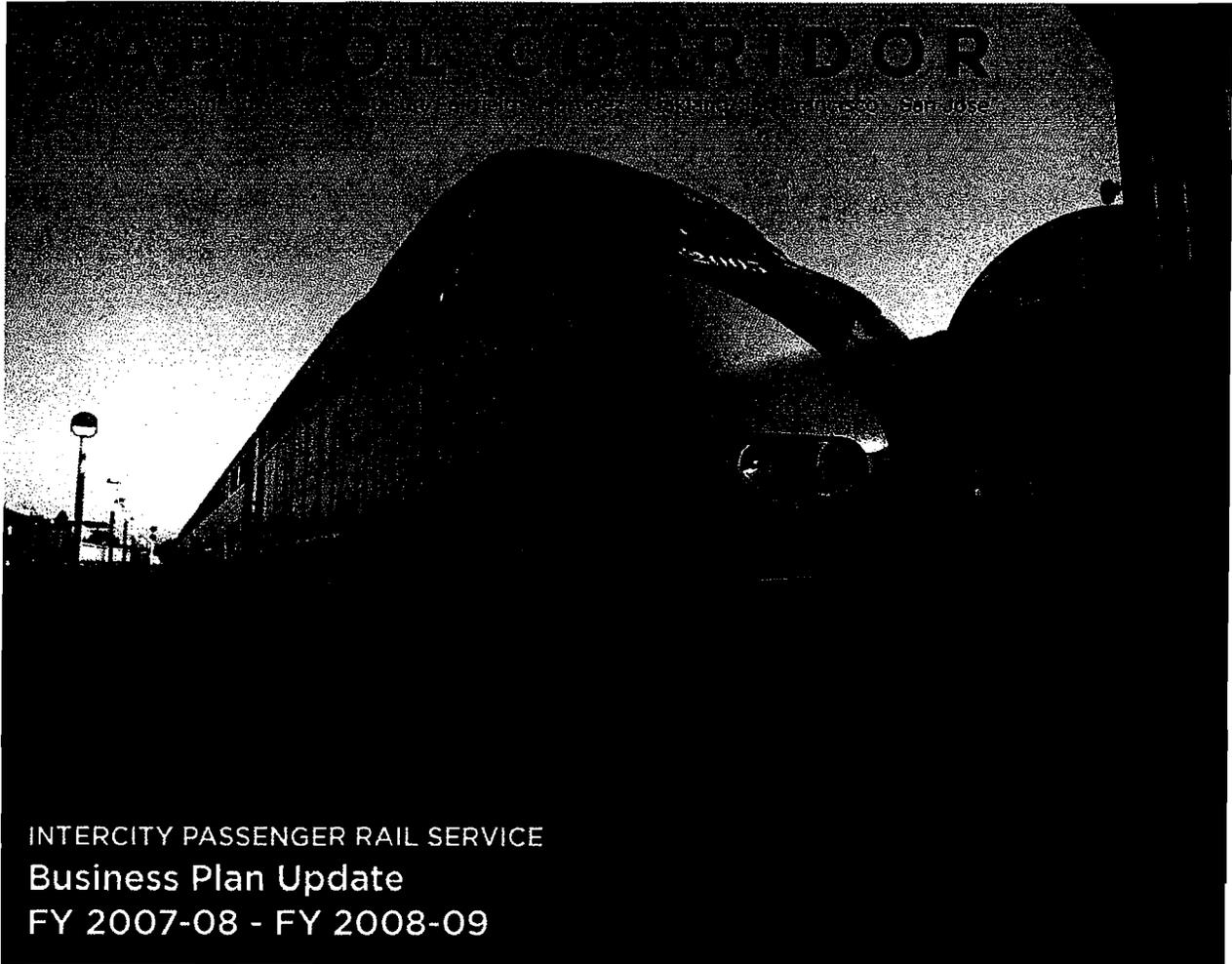
Planned track work on the Union Pacific (UP) line by UPRR has likely had a negative impact on on-time performance during January and February. The work is scheduled to continue through the beginning of March, after which time the CCJPA anticipates increased ridership and on-time reliability.

**Recommendation:**

Informational.

**Attachment:**

- A. Draft Business Plan Update FY 2007-08 and FY 2008-09 for the Capitol Corridor Joint Powers Authority



INTERCITY PASSENGER RAIL SERVICE  
Business Plan Update  
FY 2007-08 - FY 2008-09

Prepared by  
Capitol Corridor Joint Powers Authority

Prepared for  
State of California  
Business, Transportation and Housing Agency  
DRAFT: February 2007

*DRAFT*



|  |           |
|--|-----------|
| <b>EXECUTIVE SUMMARY .....</b>   | <b>1</b>  |
| <b>1. INTRODUCTION.....</b>  | <b>1</b>  |
| <b>2. HISTORICAL PERFORMANCE OF THE SERVICE.....</b>                         | <b>2</b>  |
| <b>3. OPERATING PLAN AND STRATEGIES.....</b>                                 | <b>3</b>  |
| <b>4. SHORT-TERM AND LONG-TERM CAPITAL IMPROVEMENT PROGRAMS .....</b>        | <b>4</b>  |
| Recent Station Improvements.....   | 5         |
| Short-Term Capital Improvements (FY 2007-08) .....                           | 5         |
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| <b>5. PERFORMANCE STANDARDS AND ACTION PLAN.....</b>                         | <b>9</b>  |
| FY 2005-06 Performance Standards and Results .....                           | 9         |
| FY 2006-07 Performance Standards and Results to Date.....                    | 10        |
| FY 2007-08 and FY 2008-09 Performance Standards .....                        | 10        |
| FY 2007-08 Action Plan.....  | 10        |
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| <b>6. ESTABLISHMENT OF FARES.....</b>  | <b>11</b> |
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## Executive Summary

**Introduction.** This Business Plan Update presents an overview of the Capitol Corridor Joint Powers Authority’s (CCJPA’s) strategic plan and funding request for the next two fiscal years (FY 2007-08 and FY 2008-09), to be submitted to the Secretary of the Business, Transportation and Housing Agency (BT&H) in April 2007. This Business Plan Update identifies the service and capital improvements that have contributed to the Capitol Corridor’s growth over the past eight years, and incorporates customer input as put forth in Chapter 263 of State Law.

In FY 2006-07, the CCJPA expanded service to 32 weekday trains between Sacramento and Oakland, and 14 daily trains between Oakland and San Jose. This significant milestone was accomplished with no increase in State funding.

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

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

As administrator of the service, the CCJPA’s primary focus is the continuous improvement of the Capitol Corridor train service through effective cost management, revenue enhancement, and customer-focused delivery of a safe, frequent, reliable, and environmentally friendly transportation alternative to the congested I-80, I-680, and I-880 highway corridors.

**History.** The Capitol Corridor service began in December 1991 with six daily trains between San Jose and Sacramento. The CCJPA assumed management responsibility for the service in October 1998; since then it has grown to become the third busiest intercity passenger rail service in the nation. In April 2001, the CCJPA expanded service to 18 daily trains using six trainsets in the State-owned Northern California fleet (Capitol Corridor and San Joaquin services). In FY 2002-03, using seven trainsets and the same operating budget for 18 daily trains, service was increased three times to bring the frequency up to 24 weekday trains by April 2003. In August 2006, the CCJPA expanded service to 32 weekday trains between Sacramento and Oakland, and 14 daily trains between Oakland and San Jose. Once again, this expansion was accomplished with no increase in State budget by reallocating funds from discontinued motorcoach bus routes and implementing revenue enhancement measures.

**Operating Plan.** With the implementation of the August 2006 service expansion and the completion of capital/construction improvements, the CCJPA has reached its capacity with rolling stock and service frequency along the route. As such, it is expected that the annual allocation of operating funds from the State of California will fund the current service plan for FY 2007-08 and FY 2008-09. Anticipated CCJPA operating plan and expenses are as follows:

| Capitol Corridor Service  | FY 2007-08                     | FY 2008-09                     |
|---|--------------------------------|--------------------------------|
| Oakland – Sacramento  | 32 weekday trains (22 weekend) | 32 weekday trains (22 weekend) |
| Oakland – San Jose  | 14 daily trains                | 14 daily trains                |
| Sacramento – Roseville  | Up to 6 daily trains           | Up to 6 daily trains           |
| Roseville – Auburn  | Up to 4 daily trains           | Up to 4 daily trains           |
| <b>Total Budget</b><br>(Operations, Marketing & Administration) | <b>\$26,209,000</b>            | <b>\$26,248,000</b>            |

**Performance Standards.** In April 2005 the CCJPA Board updated its Vision Plan, which established standards for the Capitol Corridor in usage (ridership), cost efficiency (system operating ratio), and reliability (on-time performance), and strengthened partnerships with the service operators – Amtrak and the Union Pacific Railroad (UPRR).

- Ridership grew 1.1% in FY 2005-06; to date, FY 2006-07 ridership is 10.2% above last year.

**Capitol Corridor Service FY 2007-08–FY 2008-09 Business Plan Update (Draft February 2007)**

- Revenue grew 5.5% during FY 2005-06; to date, FY 2006-07 revenue is up 17.5%.
- System operating ratio (a.k.a. farebox return) improved to 46% in FY 2005-06; to date, the FY 2006-07 operating ratio is 47%.
- On-time performance (OTP) slipped to 73% in FY 2005-06 due to service disruptions and delays caused by weather, rail congestion, and construction work; to date, FY 2006-07 OTP is a sub-standard 72.3%.

The CCJPA develops performance standards in partnership with the State and Amtrak. The table below summarizes the standards and results for FY 2005-06 and FY 2006-07 (through January 2007) as well as the standards for the next two fiscal years (see Appendix C):

| Performance Standard                             | FY 05-06  |           |          | FY 06-07                   |                            |          | FY 07-08  | FY 08-09  |
|--|-----------|-----------|----------|----------------------------|----------------------------|----------|-----------|-----------|
|  | Actual    | Standard  | Variance | Actual                     | Standard                   | Variance | Standard  | Standard  |
| Route Ridership                                  | 1,273,632 | 1,251,200 | 1.8%     | 350,650<br>(through 12/06) | 377,500<br>(through 12/06) | (7.1%)   | 1,511,100 | 1,556,400 |
| System Operating Ratio<br>(train and feeder bus) | 46%       | 43%       | 2.9%     | 47%<br>(through 12/06)     | 51%                        | (7.8%)   | 49%       | 51%       |
| On-Time Performance                              | 73%       | 90%       | (17%)    | 72.3%<br>(through 12/06)   | 90%                        | (19.7%)  | 90%       | 90%       |

**Capital Improvement Program.** The CCJPA’s Capital Improvement Program (CIP) is consistent with the Regional Transportation Plans (RTPs) adopted by the San Francisco Bay Area Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), Caltrans’ 10-Year Statewide Rail Plan, and Amtrak’s Strategic Corridors Initiative. This CIP expands beyond the CCJPA’s current investment of \$108 million in track and station projects now underway or programmed between Auburn and San Jose.

With the passage of Propositions 1A and 1B in November 2006, the CCJPA will be eligible for new capital funding that will help address the recent decline in on-time performance due to limited track capacity and train congestion.

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

Limited 2006 State Transportation Improvement Program (STIP) funds as well as the passage of Propositions 1A and 1B will provide an infusion of capital funding to the CCJPA. These funds will help address the track capacity limitations that continue to affect on-time performance, and allow the acquisition of new rolling stock which will provide additional seating to maximize the potential of the August 2006 service expansion. The CCJPA is currently in the process of nominating projects and applying for these new capital funds.

**Marketing Strategies.** The CCJPA’s marketing strategies for FY 2007-08 and FY 2008-09 will focus on directives set forth in the updated Vision Plan to enhance awareness of the Capitol Corridor brand. Marketing programs and campaigns will target markets where we have seating capacity, improve transit connections, leverage strategic partnerships, and enhance customer service and amenities to attract and retain loyal riders.

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

## 1. Introduction

This Business Plan Update modifies the Capitol Corridor Joint Powers Authority's (CCJPA's) Business Plan Update submitted to the Secretary of the Business, Transportation and Housing Agency (BT&H) each April. The CCJPA's goal is to maintain Capitol Corridor service levels at 32 weekday (22 weekend) trains between Sacramento and Oakland, and 14 daily trains between Oakland and San Jose in FY 2007-08 and 2008-09. This Business Plan Update identifies the service and capital improvements that have contributed to the Capitol Corridor's growth over the past eight years. It also incorporates customer input as put forth in Chapter 263 of State Law that allowed for the transfer of the Capitol Corridor service to the CCJPA on July 1, 1998.

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

The CCJPA's goal is to maintain Capitol Corridor service levels at 32 weekday trains between Sacramento and Oakland, and 14 daily trains between Oakland and San Jose in FY 2007-08 and 2008-09.

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

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

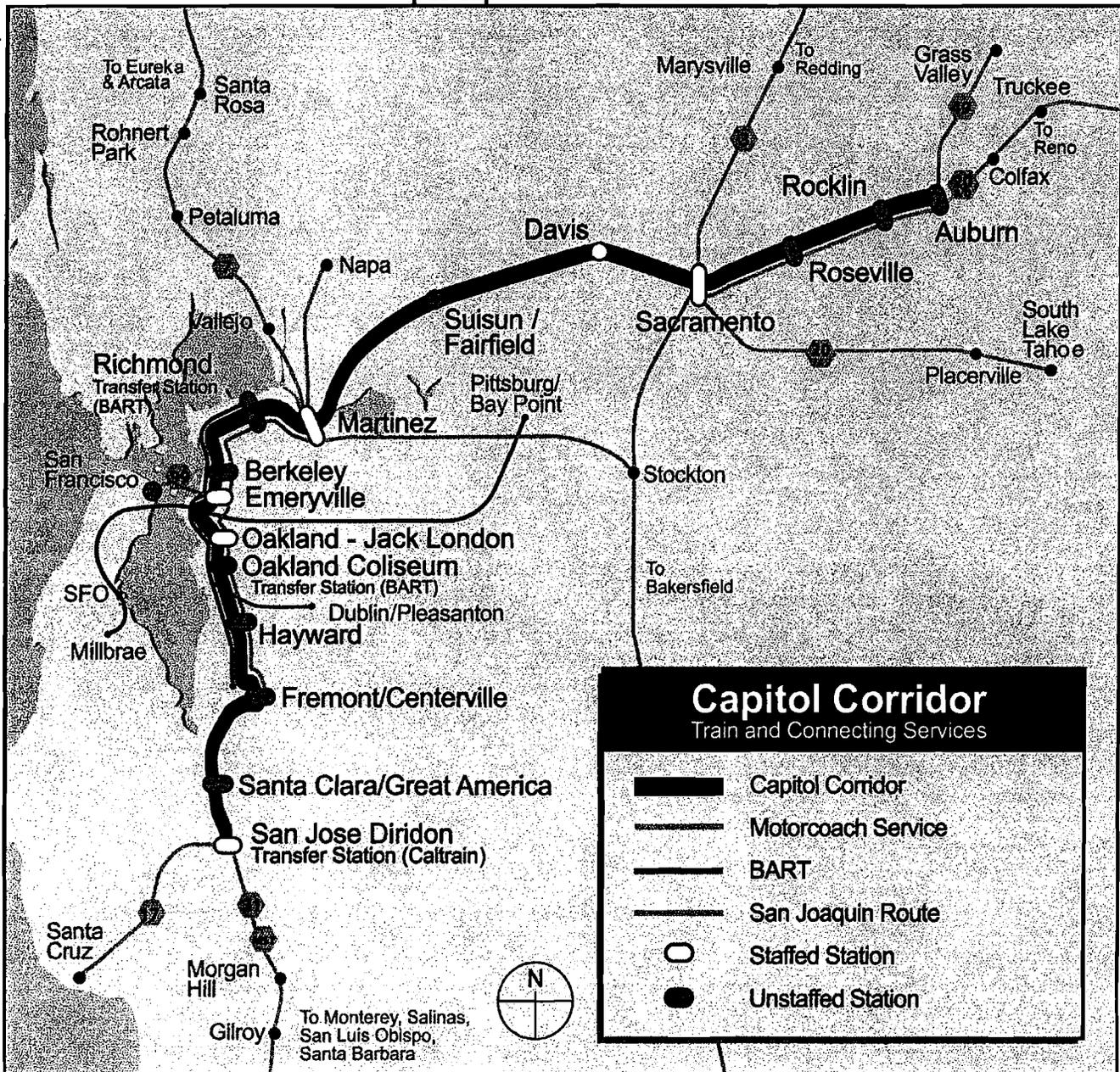
Ex-officio members of the CCJPA include the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), the Metropolitan Planning Organizations (MPOs) along the route.

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

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

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

Figure 1-1  
Map of Capitol Corridor Service Area



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

## 2. Historical Performance of the Service

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

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

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

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

### 3. Operating Plan and Strategies

The CCJPA aims to meet the travel and transportation needs of Northern Californians by providing safe, frequent, reliable, and environmentally friendly Capitol Corridor intercity train service. In response to growing demand, the CCJPA expanded service in October 2002, January

Along with improved cost efficiency, the Capitol Corridor continues to sustain ridership growth, which has increased 175% over the past eight years.

2003, and April 2003 to achieve a schedule of 24 weekday trains between Sacramento and Oakland, using the same budget allocated for 18 daily trains. In August 2006, once again with a flat budget allocation, the CCJPA increased service to 32 weekday (22 weekend) trains between Sacramento and Oakland, and 14 daily trains between Oakland and San Jose. This expansion was made possible with the completion of Phase 1 of the Oakland to San Jose track improvements and the Yolo Causeway second main track (completed in February 2004). Together, these projects contributed to a 10-minute reduction

in travel time between Sacramento and Oakland. These improvements allowed the Capitol Corridor to sustain its ridership growth, which has increased 175% over eight years. The August 2006 service expansion also represents a major step toward the CCJPA's goal of providing hourly train service, which will require additional rolling stock and track capacity improvements (see Section 7).

To supplement the train service, the Capitol Corridor provides dedicated motorcoach bus connections to communities south of San Jose and east of Sacramento. In addition, the CCJPA works with its partners and local transit agencies to offer expanded options for transit connections throughout the corridor. Currently, the train service connects with the BART rapid transit system at the Richmond and Oakland Coliseum stations; with Caltrain service (Gilroy – San Jose – San Francisco) at San Jose Diridon station; with the Altamont Commuter Express service (Stockton – San Jose) at the Fremont/Centerville, Great America/Santa Clara, and San Jose Diridon stations; with VTA light rail at San Jose Diridon station; and with Sacramento RT light rail at Sacramento station (as of December 2006). Together with these local transit systems, the Capitol Corridor covers the second largest urban service area in the Western United States.

The CCJPA offers several programs to enhance transit connectivity. BART tickets are sold at a 20% discount on board the Capitol Corridor trains to facilitate transfers to BART at the Richmond and Oakland Coliseum stations. The Transit Transfer Program allows Capitol Corridor passengers to transfer free of charge to participating local transit services, including AC Transit, Sacramento RT, Rio Vista, E-Tran (Elk Grove), Yolobus, Unitrans, County Connection (Martinez), Santa Clara VTA, Suisun-Fairfield Transit, Benicia Transit, and WestCAT. The CCJPA reimburses the transit agencies for each transfer collected.

New partnerships with Gold Country Stage, Monterey-Salinas Transit, and Santa Cruz Metro have expanded transportation choices even further. In August 2006, the CCJPA added Monterey-Salinas Transit (MST) Route 55 (Monterey – Gilroy – San Jose) as a CCJPA-supported, local

transit service to reintroduce connecting bus service between Monterey and San Jose, with stops in Gilroy and Morgan Hill supported by Santa Clara VTA.

However, some motorcoach bus routes operating between Sacramento and Reno and South Lake Tahoe have been scaled back due to increased costs. The CCJPA will continue to explore ways to preserve these routes within budget constraints.

FY 2006-07. The CCJPA's operating plan for the current fiscal year is as follows:

- Oakland – Sacramento: 32 weekday trains (22 weekend trains)
- Oakland – San Jose: 14 daily trains
- Sacramento – Roseville – Auburn: 2 daily trains

FY 2007-08. The CCJPA's operating plan for FY 2007-08 will maintain at least the same service levels as FY 2006-07.

FY 2008-09. The CCJPA's operating plan for FY 2008-09 will remain the same as for FY 2007-08. Further expansion of the Capitol Corridor service depends on the acquisition of additional

Further expansion of the Capitol Corridor service depends on the acquisition of additional rolling stock.

rolling stock. Design plans for expansion of the Northern California fleet (which includes San Joaquin Corridor trains) are nearly complete which will allow the addition of cars and coaches to existing trainsets to ease overcrowding. The new rolling stock is expected to be delivered within the next three to four years once a manufacturer has been selected.

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

The CCJPA has developed a Capital Improvement Program (CIP) in partnership with the UPRR, Amtrak, and the State of California, which will be used to steadily improve the Capitol Corridor's service levels, reliability, and on-time performance. The CIP includes projects that have been completed or are currently underway. Since the inception of the Capitol Corridor service, over \$236 million has been invested to purchase rolling stock, build and renovate stations, upgrade track and signal systems for added trains, and construct train maintenance and layover/storage facilities. A list of CIP projects that have been completed or are currently underway is included in Appendix B.

The CIP aims to increase train reliability and frequency while reducing travel times by investing in projects designed to improve the conditions caused by growing freight and passenger rail traffic. The primary funding sources for capital projects have been the State general obligation bonds (Propositions 108, 116, 1A, and 1B) and the State Transportation Improvement Program (STIP), a biennial transportation funding program. Special programs or direct project allocations from the State, such as the Traffic Congestion Relief Program (TCRP), or regional funds, such as Bay Area Regional Measure 2 (RM-2), have periodically supplemented these sources.

The CCJPA has secured \$108 million for projects that are either recently completed, currently underway, or have funding committed to them. The direct benefits of these projects include added Capitol Corridor trains, improved on-time performance, reduced travel times, and enhanced passenger amenities. Indirect benefits of the CIP include reduced congestion, improved air quality, and increased movement of goods and services on the shared freight rail corridor. Table 4-1 provides a summary and status report on these projects.

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

| <b>Projects Underway</b>   | <b>Budget (\$M)</b> | <b>Status</b>  |
|--|---------------------|--|
| <b>Yolo Causeway Double Track:</b> Add 6 miles of second main line track over Yolo Bypass flood channel. Project eliminated single largest rail bottleneck in corridor and has improved reliability and reduced travel time between Oakland and Sacramento   | \$15.79             | Construction complete  |
| <b>Oakland Jack London – Elmhurst Track Improvements:</b> Install central traffic control signaling system to increase speeds and add track and bridges to support the Oakland Coliseum Intermodal Station   | \$14.22             | Construction complete  |
| <b>Track upgrades in Berkeley, Emeryville, Hayward, Fairfield, and Santa Clara/San Jose:</b> Various projects that upgrade track conditions to improve reliability and passenger safety  | \$1.45              | Construction complete  |
| <b>CP Coast Double Track:</b> Add second main line track through UPRR/Caltrain junction to add capacity for Capitol Corridor and freight trains  | \$21.82             | Construction complete  |
| <b>Newark Siding Extension Double Track:</b> Extend and upgrade siding to main line standards to add trains to San Jose  | \$21.60             | Construction complete  |
| <b>CCJPA Security Improvement Program Phase 1:</b> Create secure layover facilities at Auburn and Sacramento with lighting, cameras, fencing, and security personnel. Provide emergency solar-powered cellular call boxes at selected unstaffed stations   | \$0.33              | Construction complete  |
| <b>Richmond Intermediate Signal:</b> Install an intermediate signal and associated equipment south of the Richmond Intermodal Station to allow passenger trains to operate at faster speeds between Berkeley and Richmond  | \$0.28              | Construction complete  |
| <b>Great America Intermediate Signal:</b> Install an intermediate signal and associated equipment to allow faster speeds between San Jose and Great America/Santa Clara  | \$0.33              | Construction complete  |
| <b>Automated Ticket Validation Program:</b> Introduce handheld computer units that automatically perform ticket validation and sales on Capitol Corridor trains. Conductors will be provided with units on the Capitol Corridor trains as a pilot program in partnership with Amtrak, Caltrans, and federal law enforcement agencies | \$0.75              | Design plans complete. Testing of first phase scheduled for Summer 2007  |
| <b>Outdoor Ticket Vending Machines:</b> Addition of outdoor ticket vending machines at all stations  | \$0.39              | Design plans complete. Installation scheduled for Spring 2007  |
| <b>On Board Security Cameras:</b> Purchase and install wi-fi enabled security cameras on all 92 vehicles in the Northern California intercity passenger rail fleet   | \$0.67              | Cameras purchased in Fall 2006. Installation to be phased in during FY 2007  |
| <b>Subtotal – Projects Underway</b>  | <b>\$77.63</b>      |  |
| <b>Committed Programming</b>   |                     |  |
| <b>Sacramento – Roseville Track Improvements:</b> Add track and related infrastructure between Sacramento and UPRR’s Roseville Yard, for near-term expansion of Capitol Corridor trains to Roseville and Auburn  | \$7.28              | Design plans under review  |
| <b>Bahia – Benicia Crossover Project:</b> Install a universal crossover in the Bahia – Benicia area to facilitate switching and increase capacity  | \$2.75              | Primarily financed with Bay Area Regional Measure 2 (RM-2) funds; construction dependent upon allocation of RM-2 and a portion of reprogrammed 2002 STIP funds |
| <b>San Jose 4th Track Phase 1:</b> Add 4th main line track between Santa Clara and San Jose to accommodate more Caltrain, ACE, and Capitol Corridor trains   | \$20.00             | Design plans 75% complete; construction dependent upon anticipated allocations in 2007 and 2008  |
| <b>Subtotal – Committed Programming</b>  | <b>\$30.03</b>      |  |
| <b>TOTAL SECURED FUNDING</b>   | <b>\$107.66</b>     |  |

**Recent Station Improvements**

- In Rocklin, construction of the new station building was completed.
- In Sacramento, a new bus turnaround was constructed in conjunction with the extension of Sacramento RT light rail service to the station in December 2006. A new satellite parking garage was opened with reduced parking rates for frequent train riders.

**Short-Term Capital Improvements (FY 2007-08)**

The 2006 STIP program provided a lower level of funding than the CCJPA had anticipated. As a result, only one project – a capitalized track maintenance program – was funded. The funding outlook for the 2008 STIP is unclear but it is likely to be more extensive due to the passage of Proposition 1A in November 2006. Proposition 1A closes a loophole in Proposition 42 that

allowed the State to divert funds originally reserved for transportation projects to other areas to balance the budget. This corrective step should help fulfill the original intent of Proposition 42, which was to provide added funding support to the bi-annual STIP.

The most significant capital funding source for the next several years is the Proposition 1B State Transportation Bond measure approved by voters in November 2006. This bond measure includes several sub-components which may enhance various aspects of the Capitol Corridor service, such as \$400 million in capital funds for California's Intercity Rail program. Of this amount, \$125 million is set aside for rolling stock for the Capitol Corridor, San Joaquin, and Pacific Surfliner services. New locomotives, coaches, cab cars, café/diner cars, and baggage cars will be purchased for the shared Northern California fleet (Capitol Corridor and San Joaquin services). The remainder of the Intercity Rail fund account will be used to support track improvement projects on the three State Intercity Rail Corridors. The Capitol Corridor has developed a preliminary list of capital projects that will add track capacity to improve reliability, reduce travel times, and expand service (pending UPRR negotiation and approval) along the corridor (see Table 4-3).

The passage of Proposition 1A, coupled with the prior passage of Proposition 42, will help ensure that the STIP remains the backbone of long-term CIP funds for the Capitol Corridor.

Also identified in the bond are funds for Trade Corridor/Goods Movement, which are meant to be combined with a matching source of non-State funds to pursue track capacity enhancement projects in corridors that benefit the movement of goods via freight rail. The Capitol Corridor is a prime candidate for this type of investment as the route is considered part of the Central

Corridor which connects Chicago with the Port of Oakland and points in between. Currently, the CCJPA is working with the UPRR and the Port of Oakland to identify and develop funding plans for these Trade Corridor improvements. Overall, the programming of each component of Proposition 1B funding depends on the State determining the bond capacity and sub-program allocations for each fiscal year. Once that step is complete, the California Transportation Commission can approve funding allocations to individual projects within the program.

The Capitol Corridor also has access to capital funds from local sources such as Bay Area Regional Measure 2 (RM-2), passed in March 2004, which approved a \$1 toll increase on State-owned Bay Area bridges. Over the next two to four years, the CCJPA will receive or share as a project partner funding allocations from RM-2 for several projects:

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

#### **Long-Term Capital Improvements (FY 2008-09 and Beyond)**

On a long-term basis, the STIP is expected to continue to be a steady source of CIP funding, especially with the passage of Proposition 1A which restricts the State's ability to borrow against transportation funds earmarked by Proposition 42 several years ago. Additional State propositions or local/regional measures may increase available funding, although this is more likely to occur after the most recent bond and tax measures are exhausted. Aside from these measures, the STIP is the most reliable source of long-term CIP funds as outlined in the CCJPA's Vision Plan and supported by Caltrans' 10-Year Statewide Rail Plan and Amtrak's Strategic Corridors Initiative.

Funding at the federal level, as of this writing, has never been provided for State-supported intercity rail services. However, there are several federal legislative proposals that seek to extend federal funding eligibility to passenger rail service (apart from Amtrak funding). The CCJPA is working with Amtrak and Caltrans to use the roughly \$108 million CIP to leverage federal funding. Assuming an 80/20 federal/state split, the CCJPA could receive over \$350 million in

federal funds, which would be invested to finance numerous CIP projects listed in Table 4-3. These projects support the CCJPA's service expansion plans aimed at reducing travel times, upgrading track infrastructure, and improving passenger amenities.

The CIP is consistent with the Regional Transportation Plans (RTPs) adopted by the San Francisco Bay Area Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), Caltrans' 10-Year Statewide Rail Plan, and Amtrak's Strategic Corridors Initiative. Each RTP includes a list of anticipated projects and cost estimates for a 25-year planning horizon. When possible, the CCJPA will share costs and coordinate with other rail and transit services on station and track projects. The projects that comprise the long-term CIP include those funded by multiple entities and those that the CCJPA will fund alone.

A significant long-term project is the expansion of the Capitol Corridor service beyond Auburn to the Reno/Sparks area in Northern Nevada. The CCJPA, Caltrans, and the Nevada Department of Transportation have begun evaluating the necessary capital improvements as well as operational needs for this project, and initiated discussions with the UPRR, the owner of the right-of-way (see Section 11).

**Table 4-3  
Long-Term Capital Improvement Categories**

| Capitol Corridor: Capital Cost Figures: Existing and Projected |  | \$39,119.58      |                          |                 |                 |                                       |
|--|--|------------------|--------------------------|-----------------|-----------------|---------------------------------------|
| Project Name   | Description  | CCJPA Commitment | Total Cost (in millions) | CCJPA Share     | Match Share     | Match Source                          |
| <b>Rolling Stock</b>   |  |                  |                          |                 |                 |                                       |
| Rolling Stock  | State purchase of Rolling Stock to allow for increased service - 3 sets  | N                | \$50.00                  | \$0.00          | \$50.00         |                                       |
| <b>Projected Capital Expenditures</b>                          |  |                  |                          |                 |                 |                                       |
| Yolo Causeway Crossovers                                       | West causeway high-speed universal crossovers. Location and size (#24s) already have UPRR agreement  | Y                | \$6.00                   | \$6.00          | \$0.00          |                                       |
| CP Coast Double Main Extension                                 | Extend double track north of CP Coast to US 101. Allows CCJPA to increase from 7 round trips to 11 round trips.  | Y                | \$20.00                  | \$10.00         | \$10.00         |                                       |
| Emeryville Phase II Station and Track Improvements             | Complete phase two platform and track improvements for parallel moves at the south end/approach of the Station   | Y                | \$7.50                   | \$7.50          | \$0.00          |                                       |
| Dumbarton Rail Project Segment G                               | In conjunction with Dumbarton Rail project, support final Union City Intermodal Station design and associated track improvements   | Y                | \$90.00                  | \$39.00         | \$51.00         | RM-2, ITIP, RTIP, local               |
| Union City Intermodal Station                                  | Build a passenger rail connection to Union City BART   |                  | \$70.00                  | \$0.00          | \$70.00         |                                       |
| Hayward Double Track   | Add a second track between Elmhurst and Industrial Parkway (Union City) to allow for up to 16 round trips between Oakland and San Jose (also supports Dumbarton Rail)  | Y                | \$15.00                  | \$15.00         | \$0.00          |                                       |
| Grade Crossing Projects and Safety Match Program               | Implement High Street, Davis Street, and Hesperian Street Grade separation projects utilizing a variety of funding sources. Also maintain CCJPA match for other grade crossing improvement projects  | Y/N              | \$60.00                  | \$20.00         | \$40.00         | Grade sep funds, local, State, Fed    |
| Albrae and Newark Sidings                                      | Previously planned project but reduced due to environmental mitigation costs. These segments are mostly designed now by UPRR using a #30 switch for high speed moves at the north end of the Alviso wetlands and will improve reliability.                 | Y/N              | \$5.50                   | \$5.50          | \$0.00          |                                       |
| Davis Station Platform Rebuild or New Station                  | Create a new island platform between the two main tracks with grade separated access which will eliminate the holdout rule which currently delays passenger and freight trains OR build a new location for the main Davis station near the Mondavi center. | N                | \$20.00                  | \$5.00          | \$15.00         |                                       |
| Fairfield-Suisun Platform Rebuild                              | Create a new island platform between the two main tracks with grade separated access which will eliminate the holdout rule which currently delays passenger and freight trains   | N                | \$16.00                  | \$4.00          | \$12.00         |                                       |
| Car Marker @ Stations Program                                  | Create a standardized car marker system at all stations and platforms so that trains can consistently be spotted which will allow for more rapid boarding and improve travel time  | N                | \$2.00                   | \$2.00          | \$0.00          |                                       |
| Martinez Parking Expansion                                     | Expand parking on the north west side of the station and connect with the pedestrian overpass planned to extend from the existing station  | N                | \$17.40                  | \$10.50         | \$6.90          | Contra Costa Sales Tax                |
| Sacramento Station new platform and grade separation access    | Make a Sacramento platform access that corresponds to the timing of the UPRR freight track move (anticipated in the next three years) and that supports the long term plans for Sacramento Station   | N                | \$5.00                   | \$5.00          | \$0.00          |                                       |
| New Swanston Sacramento Station                                | Establish a new Station at Swanston (with additional Sacramento RT connections) and add an additional UPRR main track between Hagen and Swanston with a layover yard   | N                | \$20.00                  | \$8.00          | \$12.00         |                                       |
| Wireless Internet for Fleet                                    | Install wireless internet networks on all northern California fleet in connection with install of free or low-cost internet service for customers on Capitol Corridor and San Joaquin services (costs are estimated at a maximal level)                    | N                | \$4.00                   | \$4.00          | \$0.00          |                                       |
| Reno Rail Extension  | Extend Capitol Corridor service to Reno with stops in between. Purchase new rolling stock; upgrade tracks and stations, as needed  | N                | \$120.00                 | \$60.00         | \$60.00         | mix of funding sources not identified |
| Dedicated Track Improvement Program                            | Establish a dedicated UPRR work team for the Capitol Corridor that would conduct the track improvement program   | N                | \$10.00                  | \$5.00          | \$5.00          | UPRR                                  |
| Embarcadero Third Main Track                                   | Construct a third main track in the Oakland Jack London Embarcadero area which will ensure reduction of conflicting movement of freight and passenger rail between the Oakland Yard and Oakland Jack London Square Station                                 | N                | \$15.00                  | \$3.00          | \$12.00         | Port of Oakland, UPRR                 |
| <b>TOTAL</b>   |  |                  | <b>\$503.40</b>          | <b>\$209.50</b> | <b>\$293.90</b> |                                       |

## 5. Performance Standards and Action Plan

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

In partnership with the State and Amtrak, the CCJPA develops performance standards for the Capitol Corridor service that measure usage (ridership), cost efficiency (system operating ratio), and reliability (on-time performance). Table 5-1 summarizes the standards and results for FY 2005-06 and FY 2006-07 (through January 2007) as well as the standards for the next two fiscal years. Appendix C shows the measures used to develop standards for two additional years through FY 2010-11.

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

| Performance Standard                             | FY 05-06  |           |          | FY 06-07                   |                            |          | FY 07-08  | FY 08-09  |
|--|-----------|-----------|----------|----------------------------|----------------------------|----------|-----------|-----------|
|  | Actual    | Standard  | Variance | Actual                     | Standard                   | Variance | Standard  | Standard  |
| Route Ridership                                  | 1,273,632 | 1,251,200 | 1.8%     | 350,650<br>(through 12/06) | 377,500<br>(through 12/06) | (7.1%)   | 1,511,100 | 1,556,400 |
| System Operating Ratio<br>(train and feeder bus) | 46%       | 43%       | 2.9%     | 47%<br>(through 12/06)     | 51%                        | (7.8%)   | 49%       | 51%       |
| On-Time Performance                              | 73%       | 90%       | (17%)    | 72.3%<br>(through 12/06)   | 90%                        | (19.7%)  | 90%       | 90%       |

### FY 2005-06 Performance Standards and Results

The service plan for FY 2005-06 began the same as FY 2004-05 with 24 weekday trains between Sacramento and Oakland (18 weekend), 8 weekday trains between Oakland and San Jose (12 weekend), and 2 daily trains between Roseville/Auburn and Sacramento. On August 28, 2006, the CCJPA expanded service to 32 weekday trains between Sacramento and Oakland (22 weekend) and 14 daily trains between Oakland and San Jose (service between Roseville/Auburn and Sacramento remained at 2 daily trains). Once again, this service expansion was accomplished with no increase in State budget by reallocating funds from discontinued motorcoach bus routes and implementing revenue enhancement measures. This is the maximum level of service attainable with the current rolling stock and trainsets available and assigned to the Capitol Corridor.

FY 2005-06 was another year of strong performance for the Capitol Corridor. The service continued to break records for ridership and revenue each month, with results exceeding standards in all measures except one. The only area which experienced a significant decline was on-time performance, which is mostly attributed to increased freight traffic and track congestion.

FY 2005-06 was another year of strong performance, with the service continuing to break records for ridership and revenue each month.

- Ridership grew 1.1% in FY 2005-06
- Revenue grew 5.5% during FY 2005-06
- System operating ratio improved to 46% in FY 2005-06
- On-time performance (OTP) slipped to 73% in FY 2005-06 due to service disruptions and delays caused by weather, rail congestion, and construction work

### **FY 2006-07 Performance Standards and Results to Date**

The CCJPA, in cooperation with Amtrak and Caltrans, developed the FY 2006-07 standards based on the ridership, revenue, and operating expenses identified in the current FY 2006-07 CCJPA/Amtrak operating contract. These standards are presented in Table 5-1.

Ridership. Year-to-date ridership for FY 2006-07 is 10.2% above last year due to higher service levels, but still 7% below business plan projections.

Revenue. Year-to-date revenue for FY 2006-07 is up 17.5% due to increased ticket yield and general ridership growth.

System Operating Ratio. System operating ratio (total revenues divided by fixed-price operating costs, a.k.a. farebox return) YTD for FY 2006-07 is 47%, slightly below the 51% standard, primarily due to revenue and ridership results that are below business plan projections.

On-Time Performance. On-time performance YTD for FY 2006-07 is 72.3%, well below the 90% standard. This decline in reliability is due to freight and passenger rail congestion, track work, bridge opening delays, and mechanical incidents.

### **FY 2007-08 and FY 2008-09 Performance Standards**

Table 5-1 provides the preliminary performance standards for FY 2007-08 and FY 2008-09. Appendix C shows the measures used to develop the performance standards. These fiscal year standards will be revised when more data becomes available.

### **FY 2007-08 Action Plan**

For FY 2007-08, the work efforts of the CCJPA will focus on continued improvements in customer satisfaction and service delivery. The following action plans are designed to meet or exceed the established performance standards and provide exceptional service to the traveling public in the congested I-80/I-680/I-880 transportation corridor. Following are action steps for each quarter of the fiscal year.

#### 1Q FY 2007-08

- Update CIP and develop list of Capitol Corridor intercity rail projects for the CCJPA to submit for inclusion in the Proposition 1B and 2008 STIP funding programs
- Work with the State to complete the design plans for inclusion in the RFP for rail equipment manufacturers to build additional rolling stock, the primary barrier to expansion of capacity and Capitol Corridor service levels
- Negotiate a contract with the winning vendor for deployment of a wireless internet system for customer and operational uses
- Secure funds from Proposition 1B to advance and complete programmed track projects
- Begin pilot program and testing for the on-board Automated Ticket Validation (ATV) system for conductors to reduce fraud, improve revenue collection, and streamline reporting
- Seek marketing and promotional partnerships to leverage added value and/or revenues
- Monitor and expand the programs with transit agencies to improve connectivity between the trains and local transit services
- Participate in the development of the planned Fairfield/Vacaville and Hercules stations and the Union City Intermodal Station/Dumbarton Rail commuter service
- Complete the design of Yolo Causeway and Bahia crossover track improvement projects

One of CCJPA's CIP priorities is to use Proposition 1B funding to support construction of track improvements in order to expand service between Auburn and Sacramento.

- Begin installation of security cameras on the rolling stock
- Monitor performance and operation of recently installed ticket vending machines

2Q FY 2007-08

- Working with the vendor selected for deployment of a wireless internet system, begin installation of the equipment to initiate this program
- Evaluate measures to improve train and motorcoach bus performance, including modifications to the service
- Conduct on-board surveys to assess rider profile and solicit feedback on Amtrak's performance
- Seek funds to support the second phase of security improvements, including but not limited to cameras at stations and trackside safety points

3Q FY 2007-08

- Develop revised Business Plan Update for FY 2008-09
- Host Annual Public Workshops to present service plans and receive input
- Develop Annual Performance Report and other information to present an overview of current performance and future plans

4Q FY 2007-08

- Develop FY 2008-09 marketing program, including market research
- Conduct on-board surveys to assess rider profile and solicit feedback on Amtrak's performance
- Launch a fully deployed wireless internet program for customer use with some initial applications for operations

**FY 2008-09 Action Plan**

This action plan for FY 2008-09 is preliminary and will be revised during the second half of FY 2007-08. In general, the CCJPA intends to focus on the following:

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

**6. Establishment of Fares**

The CCJPA will develop fares in conjunction with Amtrak to ensure that the Capitol Corridor service is attractive and competitive with other transportation options, including the automobile.

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

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

The current fare structure is based on a one-way tariff, with the round-trip tariff being equal to double the one-way tariff. Discount fares are available to seniors, students, military personnel, and children under age 15. Amtrak also provides reduced fares for certain national partners, such as AAA members. Fare modifications are used selectively to maximize revenue and ridership, while still working towards the State's farebox recovery goal of 50%.

#### **FY 2007-08 Fares**

Over the past eight years, the CCJPA has been incrementally increasing fares based on service improvements such as added trains, reduced travel times, and the opening of new stations. This program of strategic fare increases will continue to be pursued by the CCJPA and Amtrak in FY 2007-08. For the upcoming fiscal year, the CCJPA plans to implement a simplified fare structure that will eliminate seasonal and holiday pricing and increase fares in conjunction with service improvements. As part of its Marketing Program (Section 8), the CCJPA will develop a variety of fare promotions designed to increase customer satisfaction and ridership, which are expected to be enhanced after the conversion to a simplified fare structure. Opportunities include:

- Customer loyalty and referral programs to attract new riders
- Testing and launch of the Automated Ticket Validation (ATV) pilot program which will allow for real-time validation and sales of tickets on board the trains. Benefits of this system include customer convenience, real-time information on ridership and revenue, and operating cost efficiencies. The specifications for the ATV units require them to accept smart card technology such as the Bay Area's Translink fare media
- Further expansion of transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach bus routes to parallel local transit services to help increase overall system ridership and revenues
- In a joint effort with Amtrak, existing ticket vending machines (TVMs) will either be replaced or new units will be installed at all stations during 2007. The TVMs will accept debit and credit cards only

In 2007-08, the CCJPA plans to eliminate seasonal and holiday pricing in favor of a simplified fare structure designed to maintain strong fare revenue and improve customer satisfaction.

Taken together, these fare and ticketing programs for FY 2007-08 will enhance customer convenience and increase revenue yield through expanded TVM availability and improved revenue collection with the ATV units, which will contribute to meeting the State's eventual farebox recovery goal of 50%.

#### **FY 2008-09 Fares**

While still preliminary, the projected fare structure for FY 2008-09 will follow the program set forth in FY 2007-08. The CCJPA will perform periodic reviews of the fare structure and make modifications with Amtrak as necessary. Opportunities include:

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

### **7. Service Amenities, Food Services, and Equipment**

The CCJPA is responsible for the administration and maintenance supervision of the State-owned fleet of rail cars and locomotives assigned to Northern California. The goal of the CCJPA is to ensure equity in the operation and maintenance of equipment assigned to the Capitol Corridor and San Joaquin Corridor services. In accordance with the ITA, the CCJPA is entrusted

with ensuring that the rail fleet is operated and maintained to the highest standards of reliability, cleanliness, and safety; and that the unique features and amenities of the State-owned train equipment are well utilized and maintained to standards established by Amtrak, the State, and the CCJPA.

#### **Service Amenities**

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

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

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

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

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

During FY 2007-08, the CCJPA will issue an RFP, select a vendor, and negotiate a long-term contract to provide "wi-fi" access to passengers and to CCJPA/Amtrak for various operational applications.

Wireless Internet Access. After conducting trials using several technologies, the CCJPA will develop and issue a Request for Proposal (RFP) for a long-term service contract to provide wireless internet ("wi-fi") access to our customers and to CCJPA/Amtrak for various operational applications, many of which are safety and security related. During FY 2007-08, the CCJPA will select the vendor and negotiate a contract to deploy wireless internet access across the whole system. Fully operational service may not be expected until the end of the fiscal year.

Business/Custom Class Car. With the funds available to order new rolling stock, the CCJPA, Amtrak, and Caltrans are working on the introduction of the Business/Custom Class Car. Concepts are still under evaluation to better serve business travelers with premium services that will retain and expand this market. The basic premise is to renovate one car per train to be equipped with additional services and amenities not found in other Coach Cars, such as:

- Window curtains
- Morning coffee and pastry service
- Daily periodicals
- Wireless internet access (included in fare)

#### **Food and Beverage Services**

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

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

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

#### **Equipment Acquisition, Maintenance, and Renovation**

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

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

#### Work Completed (FY 2005-06 and Prior)

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

#### Upcoming Work (FY 2006-07 and Beyond)

- The door systems have been completely redesigned to improve operation and maintenance via a microprocessor-controlled door operator system. These have been installed in the 42 coaches overhauled through the end of 2006
- Improvements are being made to the ducting and filtration systems of the renovated HVAC control system, providing better air quality and climate control
  - Restrooms are being upgraded with rebuilt toilet operating systems, new flooring, and improved doors and latching mechanisms
  - An improved ride quality suspension package and collision protection system is being installed to enhance passenger and crew safety
  - As part of our safety and security program, all passenger coaches and locomotives will be equipped with a digital security camera system. This will provide the CCJPA with a valuable tool to protect equipment from vandalism and prevent accidents and injury to passengers and crew
  - To keep the train cars looking fresh and new, Amtrak and Caltrans are preparing bids for the replacement of carpeting, cloth wainscot, and seat upholstery on all coaches in the Amtrak California fleet, and the addition of window curtains exclusively on the Northern California fleet

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

## **8. Marketing Strategies**

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

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

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

Targeted Marketing Programs. The CCJPA will continue to develop programs that target specific markets, such as the Train Treks youth group discount program to boost midday, mid-week travel, and customer retention efforts such as Rider Appreciation programs. Media-based promotions tout riding the train to popular events such as Cal Football and Oakland A's games. In addition, the CCJPA will develop promotional programs that create awareness of the train as a way to reach fun destinations throughout Northern California. Working with hotels and convention/visitor bureaus, the CCJPA will create seasonal destination-based promotions to local attractions such as Davisfest, Fremont Arts Fest, etc.

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

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

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

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

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

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

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

- The CCJPA will leverage riders who use and benefit from the service as advocates in their communities

#### **FY 2007-08 Marketing Program**

The CCJPA's FY 2007-08 Marketing Program will focus on meeting the increased ridership projections, using marketing strategies based on our existing core service. The CCJPA will continue its independent campaigns, but will coordinate with Amtrak and Caltrans on the most beneficial promotions and shared marketing collateral. Advertising media will consist primarily of radio traffic sponsorships, online web banner campaigns, and promotionally driven media buys, all of which will be tested for advertising effectiveness. Specific marketing programs will target the markets most likely to benefit from recent service expansions. Marketing initiatives will also aim to enhance the distinctiveness and visibility of the Capitol Corridor brand. Key elements will include:

- Introduction of a new Capitol Corridor logo to update the image of the service and enhance brand recognition
- Advertising messages and creative that reflect the CCJPA's emphasis on the Capitol Corridor as a distinct service brand
- Joint media promotions with well-known organizations to maximize media dollars and expand market reach
- Reciprocal marketing with tourism industry members such as hotels, airports, and convention/visitor bureaus

In FY 2007-08, specific marketing programs will be developed to target the markets most likely to benefit from the Capitol Corridor's FY 2006-07 service expansions.

- Targeted marketing to school groups, senior citizens, special interest groups, and new residential communities
- Outreach and public relations efforts in the Silicon Valley/San Jose area to coincide with service expansion

#### **FY 2008-09 Marketing Program**

The CCJPA will place continued emphasis on the Capitol Corridor brand to increase regional brand awareness and maximize use of the marketing budget. Creative execution will emphasize local character and personalize the service.

## **9. Annual Funding Requirement: Costs & Ridership Projections**

The primary purpose of this Business Plan Update, as identified in the ITA, is to request the annual funds required by the CCJPA to operate, administer, and market the Capitol Corridor service for agreed-upon service levels. Previous sections in this document describe the proposed operating plan, planned service improvements, and capital improvements for FY 2007-08 and FY 2008-09.

#### **FY 2007-08 and FY 2008-09 Operating Costs**

Based on the Operating Plan and Strategies (Section 3), the CCJPA and Amtrak have proposed a best estimate for FY 2007-08 and FY 2008-09 expenses. These costs are shown in Table 9-1 and include the basic train service and associated feeder bus service (routes 20 and 21), including the CCJPA's proportionate share of costs relating to the Highway 17 Express bus service (San Jose – Santa Cruz), Highway 49 Express bus service (Auburn – Grass Valley), and Route 55 (San Jose – Gilroy – Monterey).

#### **FY 2007-08 and FY 2008-09 Marketing Expenses**

The CCJPA's marketing budget for FY 2007-08 and FY 2008-09 will fund the respective year's Marketing Programs presented in Section 8. The CCJPA will develop the various campaigns and programs. The preliminary budget estimates illustrated in Table 9-1 represent only direct expenditures of the CCJPA and do not include any costs for marketing programs provided solely by Amtrak or the State.

**FY 2007-08 and FY 2008-09 Administrative Expenses**

Table 9-1 identifies the estimate for the FY 2007-08 and FY 2008-09 budgets that support the administrative activities of the CCJPA for the Capitol Corridor service. There has been a shift in funds from the operating budget to the administrative budget due to the October 2005 (FY 2005-06) transfer of customer service call center operations from Amtrak to BART, the CCJPA’s managing agency. However, the total allocation to the CCJPA remains the same as prior years.

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

**Table 9-1  
CCJPA FY 2007-08 – FY 2008-09 Funding Requirement  
Capitol Corridor Service (Minimum Levels)**

| Service Level                                    | FY 2007-08          | FY 2008-09          |
|--|---------------------|---------------------|
|  | TOTAL               | TOTAL               |
| Sacramento-Oakland                               |                     |                     |
| Weekday  | 32                  | 32                  |
| Weekend  | 22                  | 22                  |
| Oakland-San Jose                                 |                     |                     |
| Weekday  | 14                  | 14                  |
| Weekend  | 14                  | 14                  |
| Sacramento-Roseville                             | 2                   | 2                   |
| Roseville-Auburn                                 | 2                   | 2                   |
| <b>Ridership (a)</b>                             | <b>1,511,100</b>    | <b>1,556,400</b>    |
| <b>Total Train Expenses</b>                      | <b>\$39,870,000</b> | <b>\$40,767,000</b> |
| <b>Total Bus Expenses</b>                        | <b>\$ 2,236,000</b> | <b>\$ 2,303,000</b> |
| <b>Equipment Capital Costs</b>                   | <b>\$ -</b>         | <b>\$ -</b>         |
| <b>TOTAL Expenses (a)</b>                        | <b>\$42,106,000</b> | <b>\$43,070,000</b> |
| <b>Train Revenue</b>                             | <b>\$18,872,000</b> | <b>\$19,816,000</b> |
| <b>Bus Revenue</b>                               | <b>\$ 1,883,000</b> | <b>\$ 1,939,000</b> |
| <b>TOTAL Revenue (a)</b>                         | <b>\$20,755,000</b> | <b>\$21,755,000</b> |
| <b>Operating Costs (Expenses – Revenues) (b)</b> | <b>\$21,351,000</b> | <b>\$21,315,000</b> |
| <b>Insurance for State-Owned Equipment (c)</b>   | <b>\$ 400,000</b>   | <b>\$ 400,000</b>   |
| <b>Minor Capital Projects (d)</b>                | <b>\$ 325,000</b>   | <b>\$ 325,000</b>   |
| <b>Subtotal-CCJPA Operating Costs</b>            | <b>\$22,076,000</b> | <b>\$22,040,000</b> |
| <b>CCJPA Funding Requirement</b>                 |                     |                     |
| Subtotal-CCJPA Operating Costs                   | \$22,076,000        | \$22,040,000        |
| Marketing Expenses (e)                           | \$ 1,174,000        | \$ 1,174,000        |
| Administrative Expenses (f)                      | \$ 2,959,000        | \$ 3,034,000        |
| <b>TOTAL CCJPA Funding Request</b>               | <b>\$26,209,000</b> | <b>\$26,248,000</b> |

(a) The CCJPA provided initial estimates for ridership, revenue, and operating costs. Amtrak to provide final estimates in March 2007.

- (b) Starting in FY 2003-04, Amtrak revised its allocation of train operating expenses so that indirect expenses (i.e. depreciation, interest/taxes, and other administrative costs) incurred by Amtrak are not passed on to the CCJPA, resulting in lower CCJPA/State operating costs.
- (c) Amtrak procures insurance coverage for State-owned equipment that is operated for service.
- (d) Expenses to be allocated for small or minor capital projects.
- (e) Due to State budget constraints, the FY 2006-07 and FY 2007-08 marketing expenses will be capped at the same levels as the six prior fiscal years (\$1,174,000). This does not include contributions by Amtrak or additional resources provided by the State as part of a market research program.
- (f) Includes additional administrative expenses to the CCJPA resulting from transfer of customer service call center operations from Amtrak to BART.

## 10. Separation of Funding

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

As identified in the ITA, the State shall perform audits and reviews of financial statements of the CCJPA with respect to Capitol Corridor service. In addition, the CCJPA requires that the Controller-Treasurer shall provide for an annual independent audit of the accounts of the CCJPA within six months of the close of the State fiscal year. BART has established the appropriate accounting and financial procedures to ensure that the funds secured by the CCJPA during FY 2007-08 and FY 2008-09 to support the Capitol Corridor service are solely expended to operate, administer, and market the service.

## 11. Consideration of Other Service Expansions & Enhancements

Consistent with the CCJPA's Vision Plan, this section presents service expansion and enhancement opportunities beyond the CCJPA's FY 2007-08 and FY 2008-09 service plans and funding requirements. Planning for potential new services will require securing capital improvements, additional operating funds, and institutional agreements.

Auburn/Sacramento – San Francisco Bay Area Regional Rail Markets. A conceptual planning study has been completed that identifies the feasibility and funding opportunities for the operation and necessary capital improvements to provide peak hour regional rail service between Auburn/Sacramento and Richmond/Oakland. These proposed trains would be integrated with the Capitol Corridor intercity trains to provide 30-minute headways during the weekday peak

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

periods. The planning study was completed in October 2005. The next steps include securing local, State, and federal funds (both capital and operational) and working with the UPRR on the necessary track infrastructure projects to support these additional peak-hour trains.

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

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

BART from Southern Alameda County to San Jose. The development and operation of this proposed BART extension would be coordinated with existing and additional Capitol Corridor trains to and from San Jose and Silicon Valley.

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

In a partnership with Placer County TPA and Caltrans Division of Rail, the CCJPA completed a conceptual planning study in January 2005 on a proposed extension of Capitol Corridor trains to Reno/Sparks, Nevada (via Truckee). The study identified conditions along the rail route and at existing or proposed stations, developed conceptual train schedules, estimated ridership/revenue projections and operating costs, prepared a preliminary capital improvement plan, and established an action plan to implement the service extension within three years of securing UPRR approval and capital/construction funds. However, plans for the extension of service to Reno/Sparks have been suspended at the request of the UPRR, which at this time is not prepared to consider passenger rail service coupled with their extensive freight rail service plans in the Auburn – Reno corridor.

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

The CCJPA has adopted a policy that encourages partnerships among passenger rail services and local transportation agencies to ensure that proposed service extensions provide mutual cost savings via joint facilities and equipment.

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

# Appendices

**Appendix A  
Capitol Corridor Historical Performance**

| Fiscal Year   | Trains      | Ridership | Prior Year | Per Day | Revenue*     | Prior Year | Expenses*    | Prior Year | Ratio* | Costs*       |
|---------------|-------------|-----------|------------|---------|--------------|------------|--------------|------------|--------|--------------|
| SFY 91/92 (a) | 6           | 173,672   | --         | 864     | \$1,973,255  | --         | \$4,848,967  | --         | 40.7%  | \$1,592,907  |
| SFY 92/93     | 6           | 238,785   | --         | 650     | \$2,970,103  | --         | \$8,333,093  | --         | 35.6%  | \$6,712,017  |
| SFY 93/94     | 6           | 364,070   | 52.5%      | 1,000   | \$3,598,978  | 21.2%      | \$9,911,735  | 18.9%      | 36.3%  | \$6,714,761  |
| SFY 94/95     | 6           | 349,056   | -4.1%      | 960     | \$3,757,146  | 4.4%       | \$9,679,401  | -2.3%      | 38.8%  | \$6,012,315  |
| SFY 95/96 (b) | 8           | 403,050   | 15.5%      | 1,100   | \$4,805,072  | 27.9%      | \$11,077,485 | 14.4%      | 43.4%  | \$6,434,940  |
| SFY 96/97     | 8           | 496,586   | 23.2%      | 1,360   | \$5,938,072  | 23.6%      | \$20,510,936 | 85.2%      | 29.0%  | \$9,701,519  |
| FFY 97/98 (c) | 8           | 462,480   | -6.9%      | 1,270   | \$6,245,105  | 5.2%       | \$20,527,997 | 0.1%       | 30.4%  | \$11,404,143 |
| FFY 98/99 (d) | 10/12       | 543,323   | 17.5%      | 1,490   | \$7,314,165  | 17.1%      | \$23,453,325 | 14.3%      | 31.2%  | \$16,022,024 |
| FFY 99/00 (e) | 12/14       | 767,749   | 41.3%      | 2,100   | \$9,115,611  | 24.6%      | \$25,672,749 | 9.5%       | 35.7%  | \$16,440,540 |
| FFY 00/01 (f) | 14/18       | 1,073,419 | 39.8%      | 2,941   | \$11,675,117 | 28.1%      | \$28,696,741 | 11.8%      | 40.7%  | \$17,680,477 |
| FFY 01/02     | 18          | 1,079,779 | 0.6%       | 2,960   | \$12,201,602 | 4.5%       | \$32,842,038 | 14.4%      | 37.2%  | \$20,590,919 |
| FFY 02/03 (g) | 18/20/22/24 | 1,142,958 | 5.9%       | 3,130   | \$12,800,469 | 4.9%       | \$36,469,383 | 11.0%      | 38.1%  | \$21,540,910 |
| FFY 03/04     | 24          | 1,165,334 | 2.0%       | 3,190   | \$13,168,373 | 2.9%       | \$35,579,266 | -2.4%      | 37.2%  | \$22,708,181 |
| FFY 04/05     | 24          | 1,260,249 | 8.1%       | 3,450   | \$15,148,333 | 15.0%      | \$35,110,571 | -1.3%      | 43.2%  | \$24,288,609 |
| FFY 05/06     | 24/32       | 1,273,088 | 1.0%       | 3,490   | \$16,014,636 | 5.7%       | \$35,147,033 | 0.1%       | 45.8%  | \$27,490,601 |
| FFY 06/07 (h) | 32          | 350,650   | 10.2%      | 2,320   | \$4,766,075  | 17.5%      | \$10,121,119 | -14.9%     | 47.0%  | \$5,355,043  |

\* Cost statistics include train service as well as bus service

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

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

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

b. Increase to 8 trains began in April 1996.

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

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

e. 14 trains began on February 28, 2000

f. 18 trains began on April 29, 2001

g. 20 trains began on October 27, 2002; increase to 22 trains began on January 6, 2003; increase to 24 trains began on April 28, 2003

h. Year-to-date ridership, revenue, and expenses through December 2006.

**Appendix B  
Programmed or Completed Capitol Corridor Projects (as of December 2006)**

| <b>Programmed or Completed Projects<br/>(Preliminary and Tentative - Subject to Revision)</b> | <b>Costs</b>         |
|---|----------------------|
| <b>Station Projects</b>   |                      |
| Colfax  | \$2,508,165          |
| Auburn  | \$3,131,656          |
| Rocklin   | \$2,114,173          |
| Roseville   | \$1,619,104          |
| Sacramento  | \$11,549,526         |
| Davis   | \$5,326,643          |
| Fairfield/Vacaville   | \$29,000,000         |
| Suisun/Fairfield  | \$3,834,049          |
| Martinez  | \$38,145,628         |
| Richmond  | \$21,924,408         |
| Berkeley  | \$4,745,500          |
| Emeryville  | \$17,252,136         |
| San Francisco – Ferry Building  | \$584,842            |
| Oakland Jack London Square  | \$20,319,077         |
| Oakland Coliseum  | \$6,132,000          |
| Hayward   | \$1,782,500          |
| Fremont/Centerville   | \$3,544,050          |
| Great America/Santa Clara   | \$3,082,627          |
| San Jose Diridon  | \$27,138,542         |
| Platform Signs  | \$63,101             |
| Real-time message signs (design)  | \$1,494,842          |
| Other   | \$2,640,575          |
| <b>SUBTOTAL – Station Projects</b>  | <b>\$207,933,144</b> |
| <b>Track and Signal Projects</b>  |                      |
| Placer County   | \$500,000            |
| Auburn Track and Signal Improvements  | \$350,000            |
| Sacramento – Roseville (3 <sup>rd</sup> Track) Improvements                                   | \$6,950,000          |
| Yolo Causeway 2 <sup>nd</sup> Track   | \$14,555,533         |
| Sacramento – Emeryville   | \$60,219,132         |
| Oakland – Santa Clara (Hayward Line) [1991]   | \$14,900,000         |
| Niles Junction – Newark (Centerville Line)  | \$10,667,740         |
| Sacramento – San Jose C-Plates  | \$14,156             |
| Oakland – San Jose  | \$59,405,333         |
| San Jose 4 <sup>th</sup> Track  | \$41,850,000         |
| Bahia Viaduct Track Upgrade   | \$2,940,000          |
| Harder Road (Hayward) Undercrossing [2001]  | \$8,898,000          |
| <b>SUBTOTAL – Track and Signal Projects</b>   | <b>\$221,249,894</b> |
| <b>Maintenance and Layover Facility Projects</b>  |                      |
| San Jose (Pullman Way) Maintenance Facility   | \$5,789,862          |
| Oakland Maintenance Facility (new)  | \$63,835,956         |
| Oakland Maintenance Base (former site)  | \$464,884            |
| Colfax/Auburn Layover Facility  | \$691,956            |
| Roseville Layover Facility  | \$157,702            |
| Sacramento Layover Facility   | \$941,316            |
| <b>SUBTOTAL – Maintenance and Layover Facility Projects</b>                                   | <b>\$71,881,676</b>  |
| <b>Rolling Stock (California Cars and Locomotives) (e)</b>                                    | <b>\$235,282,226</b> |
| <b>TOTAL – PROGRAMMED OR COMPLETED PROJECTS</b>   | <b>\$736,346,940</b> |

**Appendix C  
Capitol Corridor Performance Standards FY 2005-06 to FY 2010-11**

| PERFORMANCE STANDARD                      | FY 2005-06             |                        |                             |                | FY 2006-07             | FY 2007-08             | FY 2008-09             | FY 2009-10             | FY 2010-11             |
|---|------------------------|------------------------|-----------------------------|----------------|------------------------|------------------------|------------------------|------------------------|------------------------|
|   | ACTUAL                 | STANDARD               | VARIANCE ACTUAL TO STANDARD | PERCENT CHANGE | STANDARD               | PRELIMINARY STANDARD   | PRELIMINARY STANDARD   | PRELIMINARY STANDARD   | PRELIMINARY STANDARD   |
| NUMBER OF DAILY TRAINS (SAC-OAK)          | 24/32#                 | 24/32#                 |                             |                | 32                     | 32                     | 32                     | 32                     | 32                     |
| <b>USAGE</b>                              |                        |                        |                             |                |                        |                        |                        |                        |                        |
| Route Ridership                           | 1,273,632              | 1,251,200              | 22,432                      | 1.8%           | 1,511,100              | 1,511,100              | 1,556,400              | 1,618,700              | 1,699,600              |
| Average Daily Ridership                   | 3,489                  | 3,428                  | 61                          | 1.8%           | 4,140                  | 4,140                  | 4,264                  | 4,435                  | 4,656                  |
| Percent Change in Route Ridership         | 9.3%                   | 7.4%                   |                             |                | 20.8%                  |                        | 3.0%                   | 4.0%                   | 5.0%                   |
| Percent Change in Train Passenger Miles   | 9.8%                   | 11.6%                  |                             |                | 20.4%                  |                        | 4.5%                   | 6.9%                   | 6.4%                   |
| Percent Change in Train Miles             | 3.9%                   | 4.1%                   |                             |                | 29.0%                  |                        |                        |                        |                        |
| Passenger Miles per Train Mile (PM/TM)    | 92.4                   | 93.7                   | (1.3)                       | -1.4%          | 87.4                   | 87.4                   | 91.3                   | 97.7                   | 104.0                  |
| <b>COST EFFICIENCY</b>                    |                        |                        |                             |                |                        |                        |                        |                        |                        |
| Farebox Ratio (Train and Bus Service)     | 46%                    | 43%                    | 2.9%                        | --             | 51%                    | 49%                    | 51%                    | 52%                    | 53%                    |
| Percent Change in Total Revenue           | 20.7%                  | 13.9%                  | --                          | --             | 35.8%                  | 0.6%                   | 4.8%                   | 5.0%                   | 4.0%                   |
| Percent Change in Total Expenses          | 2.0%                   | 2.7%                   | --                          | --             | 14.1%                  | 4.3%                   | 2.3%                   | 2.0%                   | 2.0%                   |
| Train Revenue per Train Mile              | \$15.58                | \$14.62                | \$0.96                      | 6.6%           | \$15.46                | \$15.60                | \$16.38                | \$17.20                | \$17.72                |
| Train Revenue per Passenger Mile (Yield)  | \$0.17                 | \$0.16                 | \$0.01                      | 8.1%           | \$0.18                 | \$0.18                 | \$0.18                 | \$0.18                 | \$0.17                 |
| Train Expenses per Train Mile             | \$33.32                | \$34.60                | -\$1.28                     | -3.7%          | \$31.41                | \$32.96                | \$33.70                | \$34.37                | \$35.23                |
| Train Only State Cost per Train Mile      | \$17.73                | \$19.98                | -\$2.25                     | -11.2%         | \$15.94                | \$17.36                | \$17.32                | \$17.17                | \$17.52                |
| Train Only State Cost Per Passenger Mile  | \$0.19                 | \$0.21                 | -\$0.02                     | -10.0%         | \$0.18                 | \$0.20                 | \$0.19                 | \$0.18                 | \$0.17                 |
| <b>SERVICE QUALITY</b>                    |                        |                        |                             |                |                        |                        |                        |                        |                        |
| On Time Performance                       | 73%                    | 90%                    | -17%                        | --             | 90%                    | 90%                    | 90%                    | 90%                    | 90%                    |
| Percent of California Car Fleet Available | 89%                    | 87%                    | 2%                          | --             | 87%                    | 87%                    | 87%                    | 87%                    | 87%                    |
| <b>OPERATING RESULTS</b>                  |                        |                        |                             |                |                        |                        |                        |                        |                        |
| <b>TRAIN AND BUS</b>                      |                        |                        |                             |                |                        |                        |                        |                        |                        |
| Total Revenue                             | \$16,108,137.23        | \$15,191,000.00        | \$917,137.23                | 6.0%           | \$20,634,000.00        | \$20,755,000.00        | \$21,755,000.00        | \$22,843,000.00        | \$23,757,000.00        |
| Total Expenses                            | \$35,147,032.72        | \$35,381,000.00        | -\$233,967.28               | -0.7%          | \$40,385,000.00        | \$42,106,000.00        | \$43,070,000.00        | \$43,931,000.00        | \$44,810,000.00        |
| <b>Total State Operating Cost ^</b>       | <b>\$19,647,000.00</b> | <b>\$19,647,000.00</b> | <b>\$0.00</b>               | <b>0.0%</b>    | <b>\$20,476,000.00</b> | <b>\$22,076,000.00</b> | <b>\$22,040,000.00</b> | <b>\$21,813,000.00</b> | <b>\$21,778,000.00</b> |
| <b>TRAIN ONLY</b>                         |                        |                        |                             |                |                        |                        |                        |                        |                        |
| Train Only Revenue                        | \$14,584,333.00        | \$13,703,000.00        | \$881,333                   | 6.4%           | \$18,706,000.00        | \$18,872,000.00        | \$19,816,000.00        | \$20,807,000.00        | \$21,431,000.00        |
| Train Only Expenses                       | \$31,185,000.00        | \$32,435,000.00        | (1,250,000)                 | -3.9%          | \$37,993,000.00        | \$39,870,000.00        | \$40,767,000.00        | \$41,582,000.00        | \$42,622,000.00        |
| Train Only State Operating Cost           | \$16,600,667.00        | \$18,732,000.00        | (2,131,333)                 | -11.4%         | \$19,287,000.00        | \$20,998,000.00        | \$20,951,000.00        | \$20,775,000.00        | \$21,191,000.00        |
| Passenger Miles                           | 86,518,795             | 87,880,808             | (1,361,813)                 | -1.5%          | 105,777,360            | 105,777,000            | 110,504,400            | 118,165,100            | 125,770,400            |
| Train Miles                               | 936,050                | 937,500                | (1,450)                     | -0.2%          | 1,209,754              | 1,209,754              | 1,209,754              | 1,209,754              | 1,209,754              |

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

- - Represents fixed price contract cost for FFY 2005-06 and FFY 2006-07. Actual contract cost may be lower, but not higher.

† - Per Business Plan Update/Amtrak Contract

# - Standards measured assumes August 28, 2006 service expansion plan of 32 Oakland-Sacramento weekday trains (22 weekend trains), 14 daily trains to/from San Jose, and 2 daily trains to/from Roseville/Auburn.

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

Appendix D  
How's Business

# How's Business?

## Ridership

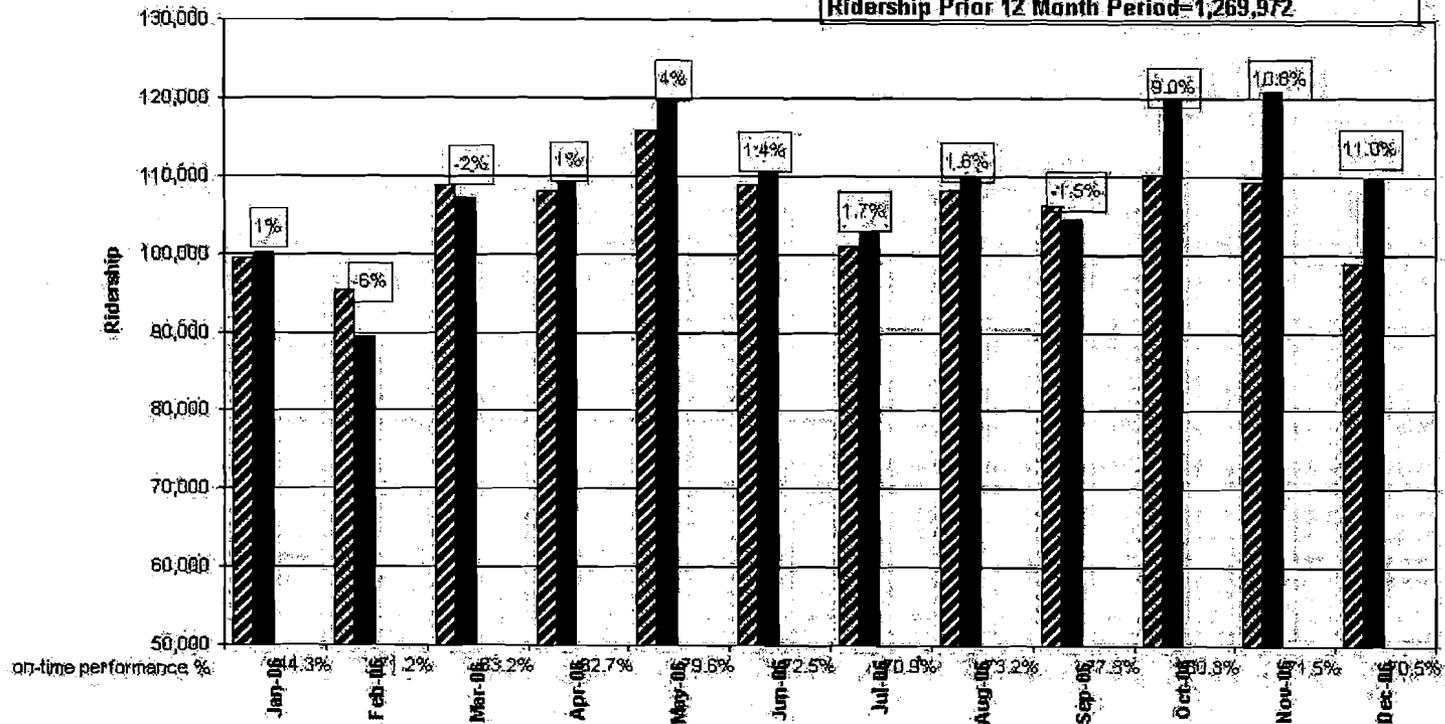


**CAPITOL  
CORRIDOR**

**2.7% Overall 12-Month Growth**  
6.5% Overall Prior 12 Month Growth Period

▨ Prior Year    ■ Last 12 Months

**Ridership Last 12 Months=1,304,484**  
Ridership Prior 12 Month Period=1,269,972



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DATE: February 1, 2007  
 TO: STA TAC  
 FROM: Robert Guerrero, Senior Planner  
 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          |
|---|--|--------------------------|
| High Risk Rural Roads (HR3) Program   | John Brewster<br>Caltrans<br>(510) 286-6485    | <b>February 28, 2007</b> |
| Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund Program | Jim Antone<br>YSAQMD<br>(530) 757-3653         | <b>March 16, 2007</b>    |
| Safe Routes to Transit (SR2T) Program                                       | Carli Paine<br>TALC<br>(510) 740-3150          | <b>April 3, 2007</b>     |
| Caltrans Highway Safety Improvement Program (HSIP)                          | Muhaned Aljabiry<br>Caltrans<br>(510) 286-5226 | <b>April 13, 2007</b>    |



FUNDING OPPORTUNITY  
**High Risk Rural Roads (HR3) Program**  
Due February 28, 2007

TO: STA TAC  
FROM: Robert Guerrero, Senior Planner

This summary of the High Risk Rural Roads (HR3) Program is intended to assist the 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: For projects located on city and county roads, the applicant must be a city or a county. For a project that involves multiple jurisdictions, the lead agency should attach letters of support from the other affected agencies. For a project located on a State Highway applications must be submitted from a Caltrans District Traffic Engineer or Safety Engineer.

Program Description: This purpose of this program is to reduce the frequency and severity of collisions on rural roads by correcting or improving hazardous roadways or features.

Funding Available: California’s annual share of Federal Highways Administration (FHWA) funds is \$8.25 million and should remain at or near this level throughout the duration of the SAFETEA-LU.

- Eligible Projects:
- Intersection Safety Improvement
  - Pavement and shoulder widening
  - Installation of rumble strips
  - Pedestrian and bicyclist safety
  - Construction of Traffic calming Feature.
  - Construction of railway-highway crossing traffic enforcement activity at a railway-highway crossing.
  - Improvement of a priority control system for emergency vehicles at signalized intersections.

A more detailed list of eligible project is available at:  
<http://www.dot.ca.gov/hq/LocalPrograms/HR3.htm>

Program Contact Person: John Brewster  
CalTrans  
(510) 286-6485

STA Contact Person: Robert Guerrero, Senior Planner, (707) 424-6075



**FUNDING OPPORTUNITY**

**2007-08 YSAQMD Clean Air Funds (CAF) Program**

**Due March 16, 2007**

TO: STA TAC  
FROM: Robert Guerrero, Senior Planner

This summary of the 2007-08 YSAQMD Clean Air Fund Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors:** Cities of Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.
- Program Description:** The YSAQMD Clean Air Funds (CAF) Program provides grants to local agencies to implement various clean air projects including transit, and bicycle routes.
- Funding Available:** Approximately \$420,000 is historically available.
- Eligible Projects:** Clean air vehicles, transit routes, bicycle routes, pedestrian paths, clean air programs, and ridesharing. This discretionary program funds various clean air projects that result in reduction of air emissions. The District will require Emission Reduction and Cost Effectiveness Calculations for projects that receive more than \$10,000 in District Clean Air Funds.
- Further Details:** <http://www.ysaqmd.org/incentive-caf.php>
- Program Contact Person:** Jim Antone,  
YSAQMD  
(530) 757-3653
- STA Contact Person:** Robert Guerrero, Senior Planner, (707) 424-6075
-



FUNDING OPPORTUNITY

## Safe Routes to Transit Program (SR2T)

Due April 3, 2007

TO: STA TAC  
FROM: Robert Guerrero, Senior Planner

This summary of the Safe Routes to Transit (SR2T) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties in the Bay Area.

Program Description: This program promotes bicycling and walking to transit stations.

Funding Available: \$4 million will be allocated on a competitive grant basis from Regional Measure 2 funds.

Eligible Projects: Safe Routes to Transit Program eligible projects include:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit Stations/stops/pods
- Removal of ped/bike barriers near transit stations
- System wide transit enhancements to accommodate bicyclists or pedestrians

Projects must have a “bridge nexus”, meaning that SR2T projects must reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods.

Further Details: Additional information regarding the Safe Routes to School program can be found at:  
[http://www.transcoalition.org/c/bikeped/bikeped\\_saferoutes.html#about](http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html#about)

Program Contact Person: Carli Paine, Transportation and Landuse Coalition (TALC), (510) 740-3150

STA Contact Person: Sam Shelton, Assistant Project Manager, (707) 424-6075

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FUNDING OPPORTUNITY

## Highway Safety Improvement Program (HSIP)

Due April 13, 2007

TO: STA TAC  
FROM: Robert Guerrero, Senior Planner

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

Eligible Project Sponsors: Cities and Counties in California.

Program Description: This program funds travel safety engineering projects on public roads.

Funding Available: \$27 million is available in FY 2006/2007. The maximum federal contribution to a project will be \$900,000 at a 90% reimbursement ratio.

Eligible Projects: A wide variety of safety projects are eligible under this program's interim guidelines. This program will be revised for the next funding cycle. *Almost all types of safety engineering for public roads, bicycle paths, and pedestrian walkways are eligible for funding (for a complete list of categories, please refer to Caltrans local assistance interim HSIP guidelines).*

Further Details: Additional information regarding the Highway Safety Improvement Program (HSIP) can be found at:  
<http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Program Contact Person: Muhaned Aljabiry, Caltrans, (510) 286-5226

STA Contact Person: Robert Guerrero, Senior Planner, (707) 424-6075

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DATE: February 1, 2007  
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 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          |
|---|--|--------------------------|
| High Risk Rural Roads (HR3) Program   | John Brewster<br>Caltrans<br>(510) 286-6485    | <b>February 28, 2007</b> |
| Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund Program | Jim Antone<br>YSAQMD<br>(530) 757-3653         | <b>March 16, 2007</b>    |
| Safe Routes to Transit (SR2T) Program                                       | Carli Paine<br>TALC<br>(510) 740-3150          | <b>April 3, 2007</b>     |
| Caltrans Highway Safety Improvement Program (HSIP)                          | Muhaned Aljabiry<br>Caltrans<br>(510) 286-5226 | <b>April 13, 2007</b>    |



FUNDING OPPORTUNITY

**High Risk Rural Roads (HR3) Program**

Due February 28, 2007

TO: STA TAC  
FROM: Robert Guerrero, Senior Planner

This summary of the High Risk Rural Roads (HR3) Program is intended to assist the 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:** For projects located on city and county roads, the applicant must be a city or a county. For a project that involves multiple jurisdictions, the lead agency should attach letters of support from the other affected agencies. For a project located on a State Highway applications must be submitted from a Caltrans District Traffic Engineer or Safety Engineer.

**Program Description:** This purpose of this program is to reduce the frequency and severity of collisions on rural roads by correcting or improving hazardous roadways or features.

**Funding Available:** California's annual share of Federal Highways Administration (FHWA) funds is \$8.25 million and should remain at or near this level throughout the duration of the SAFETEA-LU.

**Eligible Projects:**

- Intersection Safety Improvement
- Pavement and shoulder widening
- Installation of rumble strips
- Pedestrian and bicyclist safety
- Construction of Traffic calming Feature.
- Construction of railway-highway crossing traffic enforcement activity at a railway-highway crossing.
- Improvement of a priority control system for emergency vehicles at signalized intersections.

A more detailed list of eligible project is available at:  
<http://www.dot.ca.gov/hq/LocalPrograms/HR3.htm>

**Program Contact Person:** John Brewster  
CalTrans  
(510) 286-6485

**STA Contact Person:** Robert Guerrero, Senior Planner, (707) 424-6075



**FUNDING OPPORTUNITY**

**2007-08 YSAQMD Clean Air Funds (CAF) Program**

**Due March 16 2007**

TO: STA TAC  
FROM: Robert Guerrero, Senior Planner

This summary of the 2007-08 YSAQMD Clean Air Fund Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities of Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.

Program Description: The YSAQMD Clean Air Funds (CAF) Program provides grants to local agencies to implement various clean air projects including transit, and bicycle routes.

Funding Available: Approximately \$420,000 is historically available.

Eligible Projects: Clean air vehicles, transit routes, bicycle routes, pedestrian paths, clean air programs, and ridesharing. This discretionary program funds various clean air projects that result in reduction of air emissions. The District will require Emission Reduction and Cost Effectiveness Calculations for projects that receive more than \$10,000 in District Clean Air Funds.

Further Details: <http://www.ysaqmd.org/incentive-caf.php>

Program Contact Person: Jim Antone,  
YSAQMD  
(530) 757-3653

STA Contact Person: Robert Guerrero, Senior Planner, (707) 424-6075

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**FUNDING OPPORTUNITY**

**Safe Routes to Transit Program (SR2T)**

**Due April 3, 2007**

**TO:** STA TAC  
**FROM:** Robert Guerrero, Senior Planner

This summary of the Safe Routes to Transit (SR2T) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Cities and Counties in the Bay Area.

**Program Description:** This program promotes bicycling and walking to transit stations.

**Funding Available:** \$4 million will be allocated on a competitive grant basis from Regional Measure 2 funds.

**Eligible Projects:** Safe Routes to Transit Program eligible projects include:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit Stations/stops/pods
- Removal of ped/bike barriers near transit stations
- System wide transit enhancements to accommodate bicyclists or pedestrians

Projects must have a “bridge nexus”, meaning that SR2T projects must reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods.

**Further Details:** Additional information regarding the Safe Routes to School program can be found at:  
[http://www.transcoalition.org/c/bikeped/bikeped\\_saferoutes.html#about](http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html#about)

**Program Contact Person:** Carli Paine, Transportation and Landuse Coalition (TALC), (510) 740-3150

**STA Contact Person:** Sam Shelton, Assistant Project Manager, (707) 424-6075

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FUNDING OPPORTUNITY

**Highway Safety Improvement Program (HSIP)**

Due April 13, 2007

TO: STA TAC  
FROM: Robert Guerrero, Senior Planner

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

Eligible Project Sponsors: Cities and Counties in California.

Program Description: This program funds travel safety engineering projects on public roads.

Funding Available: \$27 million is available in FY 2006/2007. The maximum federal contribution to a project will be \$900,000 at a 90% reimbursement ratio.

Eligible Projects: A wide variety of safety projects are eligible under this program's interim guidelines. This program will be revised for the next funding cycle. *Almost all types of safety engineering for public roads, bicycle paths, and pedestrian walkways are eligible for funding (for a complete list of categories, please refer to Caltrans local assistance interim HSIP guidelines).*

Further Details: Additional information regarding the Highway Safety Improvement Program (HSIP) can be found at:  
<http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Program Contact Person: Muhaned Aljabiry, Caltrans, (510) 286-5226

STA Contact Person: Robert Guerrero, Senior Planner, (707) 424-6075

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