



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

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**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA**

Members:

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

**1:30 p.m., Wednesday, August 29, 2007
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Daryl Halls, Chair
II. APPROVAL OF AGENDA	
III. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF	
1. Regional Transportation Plan (RTP) Freeway Performance Initiative (FPI) Vision Presentation (1:35 -1:45 p.m.)	MTC
V. CONSENT CALENDAR	
<i>Recommendation: Approve the following consent items in one motion.</i> (1:45 – 1:50 p.m.)	
A. Minutes of the TAC Meeting June 27, 2007	Johanna Masiclat
<i>Recommendation: Approve minutes of June 27, 2007. Pg. 1</i>	
B. State Route (SR) 12 Jameson Canyon Letter of Support	Janet Adams
<i>Recommendation: Forward a recommendation to the STA Board to send a letter of support to Caltrans for the SR 12 Jameson Canyon Project. Pg. 7</i>	

TAC MEMBERS

<u>Dan Schiada</u>	<u>Royce Cunningham</u>	<u>Gene Cortright</u>	<u>Brent Salmi</u>	<u>Fernando Bravo</u>	<u>Dale Pfeiffer</u>	<u>Gary Leach</u>	<u>Paul Wiese</u>
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

C. Legislative Update

Jayne Bauer

Recommendation:

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

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

Pg. 11

D. Solano Transportation for Livable Communities (TLC) Capital Grants

Robert Guerrero

Recommendation:

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

1. *Solano TLC Capital Grants for the following projects:*
 - A. *City of Fairfield- Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project: \$212,000*
 - B. *City of Vacaville- Vacaville Downtown Creekwalk Extension: \$822,000*
2. *The City of Rio Vista's Waterfront Public Access Project will receive priority for future TLC allocations, provided that the potential environmental and land acquisition issues are addressed for the project.*

Pg. 69

E. Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program: Alternative Fuels Program

Robert Guerrero

Recommendation:

Forward a recommendation to approve the Eastern Solano Congestion Mitigation Air Quality (ECMAQ) funding for the following projects:

1. *City of Vacaville's Alternative Fuel Vehicle Incentive Program: \$200,000*
2. *Solano Napa Commuter Information's Ridesharing Activities: \$390,000.*

Pg. 75

F. Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve \$87,247 in FY 2007-08 TFCA Program Manager Funds for the City of Fairfield's Union Ave./Suisun Train Station Pedestrian Safety Project.

Pg. 81

VI. ACTION FINANCIAL ITEMS

- A. 2008 State Transportation Improvement Program (STIP) Fund Estimate and Planning, Programming and Monitoring (PPM) Commitment** Janet Adams
- Recommendation:
Forward a recommendation to the STA Board authorizing the Executive Director to program 5% of the 2008 STIP Highway Funds to PPM activities.
(1:50 – 2:00 p.m.)
Pg. 105
- B. 2008 State Transportation Improvement Program (STIP) Swap** Janet Adams
- Recommendation:
Forward recommendation to the STA Board authorizing the Executive Director to swap \$2 million of the 2008 STIP Highway Funds for STA planning purposes as shown in the Attachment A proposed workplan.
(2:00 – 2:10 p.m.)
Pg. 107
- C. State Transit Assistance Funds (STAF) Fund Estimate Update Fiscal Year (FY) 2007-08 and Amendment No. 2** Elizabeth Richards
- Recommendation:
Forward a recommendation to the STA Board to approve the amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:
- 1. Transit Consolidation Phase II (\$60,000)*
 - 2. Vallejo Transit Consolidation/Implementation Study (\$30,000)*
 - 3. Dixon Redit-Ride Performance and Operating Study (30,000)*
- (2:10 – 2:20 p.m.)
Pg. 111
- C. Solano Transit Consolidation Study Phase I and Phase II Status** Elizabeth Richards
- Recommendation:
Forward a recommendation to the STA Board to authorize the Executive Director to forward a letter to MTC requesting \$60,000 to fund Phase II of the Solano Transit Consolidation Study.
(2:20 – 2:25 p.m.)
Pg. 117

VII. ACTION NON-FINANCIAL ITEMS

- A. Final 2007 Solano Congestion Management Program (CMP)** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to approve the Final 2007 Solano CMP and submit to MTC.
(2:25 – 2:30 p.m.)
Pg. 125
- B. North Connector Transportation for Livable Communities (TLC) Draft Corridor Concept Plan** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to release the draft North Connector Transportation for Livable Communities (TLC) Draft Corridor Concept Plan for public comment with a deadline for comment submittals by Friday, October 12, 2007.
(2:30 – 2:40 p.m.)
Pg. 131

VIII. INFORMATIONAL ITEMS

- A. 10-Year Funding Outlook for Highway and Transit Facilities** Janet Adams
Informational
(2:40 – 2:55 p.m.)
Pg. 133
- B. Obligating and Advancing Fiscal Year (FY) 2008-09 Projects** Sam Shelton
Informational
(2:55 – 3:00 p.m.)
Pg. 149

NO DISCUSSION

- C. Highway Projects Status Report:** Janet Adams
1. I-80/I-680/SR 12 Interchange
 2. North Connector
 3. I-80 HOV Lanes: Red Top Road to Air Base Parkway
 4. I-80 HOV/Turner Overcrossing
 5. Jepson Parkway
 6. State Route 12 (Jameson Canyon)
 7. State Route 12 East SHOPP Projects
 8. I-80 SHOPP Rehabilitation Projects
- Informational*
Pg. 157
- D. State Route (SR) 12 Status Update** Robert Macaulay
Informational
Pg. 165

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| <p>E. Bay Area Regional Rail Plan
 <u>Informational</u>
 Pg. 167</p> | <p>Robert Macaulay</p> |
| <p>F. SR 113 Major Investment and Corridor Study Update
 <u>Informational</u>
 Pg. 171</p> | <p>Robert Guerrero</p> |
| <p>G. Safe Routes to School (SR2S) Update
 <u>Informational</u>
 Pg. 173</p> | <p>Sam Shelton</p> |
| <p>H. Project Delivery Update
 <u>Informational</u>
 Pg. 189</p> | <p>Sam Shelton</p> |
| <p>I. Solano Commute Challenge Update
 <u>Informational</u>
 Pg. 193</p> | <p>Judy Leaks</p> |
| <p>J. Solano Countywide Pedestrian Plan Update: Pedestrian Priority Projects List
 <u>Informational</u>
 Pg. 199</p> | <p>Sara Woo</p> |
| <p>K. Funding Opportunities Summary
 <u>Informational</u>
 Pg. 203</p> | <p>Sara Woo</p> |
| <p>L. Updated STA Board and Advisory Committee Meeting Schedule for 2007
 <u>Informational</u>
 Pg. 213</p> | <p>Johanna Masielat</p> |

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, September 26, 2007.**

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
June 27, 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:

TAC Members Present:

Royce Cunningham	City of Dixon
Gene Cortright	City of Fairfield
Brent Salmi	City of Rio Vista
Alysa Major	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
Robert Macaulay	STA
Elizabeth Richards	STA/SNCI
Judy Leaks	STA/SNCI
Robert Guerrero	STA
Sam Shelton	STA
Sara Woo	STA
Johanna Masiclat	STA

Others Present:

(In Alphabetical Order)

Birgitta Corsello	County of Solano
Mike Duncan	City of Fairfield
John Harris	John Harris Consulting
Jeff Knowles	City of Vacaville
Nancy Whelan	Nancy Whelan Consuling

II. APPROVAL OF THE AGENDA

On a motion by Royce Cunningham, and a second by Gene Cortright, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Macaulay stated that STA and NCTPA is submitting a letter to MTC to request using county land use assumptions versus the regional required land use assumptions for use in updating the Solano Napa Travel Demand Model.

Robert Guerrero announced an additional grant opportunity of the Traffic Engineering Technical Assistance Program (TETAP). He indicated the maximum grant amount per project is \$30,000 and the application deadline is August 10, 2007.

Daryl Halls announced that the STA's Robert Guerrero obtained a grant award of \$250,000 to develop the I-80/I-680/I-780 Corridors Study Highway Operations.

Other: Gary Leach announced the retirement of City of Vallejo's Traffic Engineer, Taner Aksu.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC approved Consent Calendar items A through D.

A. Minutes of the TAC Meeting May 30, 2007

Recommendation:

Approve minutes of May 30, 2007.

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

Recommendation:

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

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

Recommendation:

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

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

Recommendation:

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

VI. ACTION ITEMS

A. Intercity Transit Funding Agreement

Elizabeth Richards distributed an addendum listing comments submitted by Fairfield Suisun Transit with responses from STA staff. At an earlier meeting, the Consortium requested to adjust the recommendation and with the TAC's concurrence the recommendation reads as follows:

Recommendation:

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

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

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

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

Recommendation:

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

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

C. Jepson Parkway Detailed Preliminary Engineering

Janet Adams stated that to continue the progress on the project, the STA in partnership with Solano County, the Cities of Fairfield and Vacaville to complete detailed preliminary engineering for the alternatives. This work may lead to final design for the preferred alternative and priority segment.

Recommendation:

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

1. Release a Request for Proposals for Detailed Preliminary Engineering Services for the Jepson Parkway Project; and
2. Enter into an agreement with a consultant for Detailed Preliminary Engineering Services for the Jepson Parkway Project for an amount not-to-exceed \$1,000,000.

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

D. State Route (SR) 12 Jameson Canyon Co-Project Manager

Janet Adams noted that in May 2007 the STA, NCTPA and Caltrans entered into a Memorandum of Understanding (MOU) for delivery of this project. She stated that the MOU includes provisions for a co-Project Manager (PM) with STA and NCTPA retaining an external PM that would work in partnership with Caltrans assigned PM. She indicated that to facilitate the hiring of the PM, STA staff proposes to use non-project specific funds until a Cooperative Agreement can be implemented with Caltrans using Project funds for this work.

Recommendation:

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

1. Release a Request for Proposals for Project Management Services for the SR 12 Jameson Canyon Project; and
2. Enter into an agreement with a consultant for Project Management Services for the SR 12 Jameson Canyon Project for an amount not-to-exceed \$100,000 for a one-year term with provisions to extend yearly.

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

VII. ACTION NON-FINANCIAL ITEMS

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

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

Recommendation:

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

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

B. Solano Transit Consolidation Study

Elizabeth Richards mentioned that at an earlier meeting, the Consortium requested to table this item until the next meeting in August. The Cities of Fairfield and Vacaville requested more time to evaluate the options for further analysis.

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

After further discussion, the TAC made the following modifications:

1. Add an option to include consolidation of all intercity service and all paratransit service.
2. Change the recommendation to state “Forward a recommendation to the STA Board to analyze six (6) potential Transit Consolidation options, but not to approve the Options Report until the TAC and Consortium have additional time to review.

Recommendation:

Forward a recommendation to the STA Board ~~and provide input, preferences and concerns regarding the transit consolidation options as specified in Attachment B to analyze six (6) potential Transit Consolidation options, but not to distribute the Options Report until the TAC and Consortium have additional time to review.~~

On a motion by Dale Pfeiffer, and a second by Royce Cunningham, the STA TAC approved the recommendation as amended shown above in ~~strikethrough bold italics.~~

Royce Cunningham left the meeting at 3:25 p.m.

- C. Draft 2007 Solano County Congestion Management Program (CMP)**
Robert Macaulay indicated that member agencies are still able to submit comments or identify corrections or new data to the CMP document until July 3, 2007. He distributed comments received to date from the Cities of Benicia and Rio Vista.

Recommendation:

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

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

VIII. INFORMATION ITEMS

- A. I-80 High Occupancy Vehicle (HOV) Lanes Ramp Metering Commitment**
Janet Adams reviewed the implementation of I-80 High Occupancy Vehicle (HOV) Lane Ramp Metering and Traffic Operations System Equipment.
- B. State Route (SR) 12 Update**
Robert Macaulay provided an update to the overall improvement efforts on SR 12
- C. Legislative Update**
Robert Macaulay reviewed Assembly Bill (AB) 112 and Assembly Concurrent Resolution (ACR) 7 which were both amended by Assemblymember Lois Wolk on June 12, 2007. He stated that AB 112 and ACR 7 were both heard and approved by the Senate Transportation and Housing Committee on Tuesday, June 19, 2007.
- D. Safe Routes to Schools (SR2S) Update**
Sam Shelton provided update to the outreach process of the SR2S Program.

NO DISCUSSION

- E. Regional Measure 2 (RM 2) Update**
- F. Regional Transportation Plan (RTP) Update**
- G. Project Delivery Update**
- H. Funding Opportunities Summary**
- I. STA Board Meeting Highlights – June 13, 2007**
- J. Updated STA Board and Advisory Committee Meeting Schedule for 2007**

VIII. ADJOURNMENT

The meeting was adjourned at 3:55 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, August 29, 2007.**



DATE: August 24, 2007
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: State Route (SR) 12 Jameson Canyon Letter of Support

Background:

The Purpose and Need for the SR 12 Jameson Canyon Project on State Route (SR) 12 from I-80 in Solano County to and including SR 12/29 intersection in Napa County is to relieve traffic congestion, improve mobility, enhance safety and improve current roadway conditions. The existing SR 12 has one lane in each direction with no median barrier. It has sections that do not meet current highway standards and consistently maintains a poor level of service in many sections. This Project will widen approximately 6 miles of SR 12 from two to four lanes and upgrade the highway to current standards from Interstate 80 in Solano County to State Route 29 (SR 29) in Napa County.

The environmental document combines the Project and the SR 12/29 Interchange Improvement into a single study area for a comprehensive environmental evaluation and approval. This environmental document is an Initial Study with Proposed Mitigated Negative Declaration /Environmental Assessment.

Through the Proposition 1B Corridor Mobility Improvement Account (CMIA), a substantial local Regional Transportation Improvement Program (RTIP) investment along with a State Interregional Transportation Improvement Program (ITIP) investment, the Phase 1 Project is fully funded and expected to begin construction in 2010.

Discussion:

Jameson Canyon on SR 12 is a regionally significant highway linking Solano and Napa Counties. It is one of the significant links between the two counties. The movement of goods and people along this interregional route has increased in recent years as the demographics and industrial centers have developed and shifted. Commercial growth in Napa and Solano counties, coupled with population growth in Solano County, has resulted in increased commuting on SR 12.

The draft environmental document was released for public comment on August 24th. This Project will relieve congestion and improve safety along this corridor; as such staff is recommending the STA send a letter support for the Project. Attachment A is a draft letter of support to Caltrans for the Project.

Fiscal Impact:

The Phase 1 Project is fully funded. No impact by reason of sending this letter of support to Caltrans.

Recommendation:

Forward a recommendation to the STA Board to send a letter of support to Caltrans for the SR 12 Jameson Canyon Project.

Attachment:

- A. Draft Letter of Support for Jameson Canyon Project

September 12, 2007

Bijan Sartipi
District Director
California Department of Transportation (Caltrans)
P.O. Box 23660
Oakland, CA 94623-0660

RE: Support of State Route (SR) 12 Jameson Canyon Project

Dear Mr. Sartipi:

On behalf of Solano Transportation Authority (STA), I am wishing to convey STA's support for the SR 12 Jameson Canyon project. The STA is Solano County's Congestion Management Agency and is represented on the Board by all 7 cities and the County of Solano.

Jameson Canyon (SR 12) in Napa and Solano Counties is an important east-west link for motorists traveling between Napa Valley and I-80. It serves as an interregional, recreational, commercial, agricultural, and commuter route. Commuter traffic congestion has increased on this interregional route in recent years due to growth and shifts in industrial center locations in Solano and Napa counties. The capacity shortfall on SR 12 impacts the operation of I-80 through the congested I-80/I-680 interchange, contributing to the failure of that critical link.

The SR 12 Jameson Canyon Project will add an additional lane in each direction as well as install a new median barrier. As a result, this Project will reduce travel time in each direction during rush hour, help alleviate the rear-end accidents at the westbound I-80 to SR12 exit due to congestion, as well as the median barrier may virtually eliminate fatal collisions, if shown to be as successful as the SR 37 Median Barrier in Vallejo.

The STA strongly supports the SR 12 Jameson Canyon Project and looks forward to working on this project in partnership with Caltrans and Napa County Transportation Planning Agency (NCTPA). Should you have any questions, please feel free to call myself or Janet Adams, Director of Projects at (707) 424-6075.

Sincerely,

Anthony Intintoli, Chair
Mayor, City of Vallejo

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DATE: August 23, 2007
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

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

Discussion:

State Budget

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

Legislative Bills (Action)

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

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

Legislative Bills (Information)

Assembly Bill (AB) 112 and Assembly Concurrent Resolution (ACR) 7 have both been amended twice since the June 27th TAC meeting. The Senate Transportation and Housing Committee adopted

a policy in 2006 that states no double fine zone bills will be approved by the committee. The governor has historically vetoed double fine zone legislation because there is no process in place establishing criteria for roads and highways to receive a double fine zone designation.

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

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

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

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

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

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

Recommendation:

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

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

Attachment:

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



LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

August 23, 2007

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Index

State Assembly Bills

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

13

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

State Senate Bills

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

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

Federal Bills

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

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

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

Bill Summaries

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

16

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

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

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

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

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

Federal Legislation

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

California Legislature 2007-08 Regular Session Calendar

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

IMPORTANT DATES OCCURRING DURING INTERIM CALIFORNIA LEGISLATURE RECESS

2007

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

2008

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

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

23

110th United States Congress 2007 Session Calendar

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

24



SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

August 1, 2007

To: Board Members, Solano Transportation Authority

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

RE: STATE LEGISLATIVE UPDATE- AUGUST 2007

2007-08 Budget Update Stalemate Continues

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

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

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

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

Impacts on Transportation

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

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

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

SB 88 Proposition 1B Bond Implementation Highlights

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

Local Streets and Roads

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

State and Local Partnership Program

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

Transit

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

2007 STA State Legislative Program

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

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

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

Other Bills of Interest

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

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

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

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

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

Jayne Bauer

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

Importance: High

Daryl and Jayne,

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

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

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

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

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

Thanks,

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

July 2007 Activity.

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

Appropriations Update.

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

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

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

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

AMENDED IN ASSEMBLY JULY 20, 2007

AMENDED IN ASSEMBLY JULY 16, 2007

SENATE BILL

No. 88

Introduced by Committee on Budget and Fiscal Review

January 17, 2007

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

LEGISLATIVE COUNSEL'S DIGEST

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

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, general election, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes, including reducing emissions and improving air quality in trade corridors, State Route 99 corridor enhancements, port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, public transit and passenger rail improvements, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local

street and road improvement, congestion relief, and traffic safety projects. Existing law specifies the responsibilities of various agencies with regard to implementing the bond act. Existing law also establishes various programs for the reduction of vehicular air pollution, including the Lower-Emission School Bus Program adopted by the State Air Resources Board.

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

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

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

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

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

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

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

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

4
5 *Article 1. General Provisions*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21

22 *Article 4. Transportation Facilities Account*

23

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

33

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

36

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

1 (PTMISEA) established pursuant to paragraph (1) of subdivision
2 (f) of Section 8879.23, the following shall apply:

3 (a) (1) Upon appropriation of funds from PTMISEA, the
4 Controller shall identify and develop a list of eligible project
5 sponsors, as defined in paragraph (2) of subdivision (h), and the
6 amount each is eligible to receive pursuant to the formula in
7 paragraph (3) of subdivision (f) of Section 8879.23. It is the intent
8 of the Legislature that funds allocated to project sponsors pursuant
9 to this section provide each project sponsor with the same
10 proportional share of funds as the proportional share each received
11 from the allocation of State Transit Assistance funds, pursuant to
12 Sections 99313 and 99314 of the Public Utilities Code, over fiscal
13 years 2004–05, 2005–06, and 2006–07.

14 (2) In establishing the amount of funding each project sponsor
15 is eligible to receive from funds to be allocated based on Section
16 99313 of the Public Utilities Code, the Controller shall make the
17 following computations:

18 (A) For each project sponsor, compute the amounts of State
19 Transit Assistance funds allocated to that entity pursuant to Section
20 99313 of the Public Utilities Code during the 2004–05, 2005–06,
21 and 2006–07 fiscal years.

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

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

26 (D) For each project sponsor, multiply the allocation factor
27 computed pursuant to subparagraph (C) by 50 percent of the
28 amount appropriated for allocation from PTMISEA.

29 (3) In establishing the amount of funding each project sponsor
30 is eligible to receive from funds to be allocated based on Section
31 99314 of the Public Utilities Code, the Controller shall make the
32 following computations:

33 (A) For each project sponsor, compute the amounts of State
34 Transit Assistance funds allocated to that entity pursuant to Section
35 99314 of the Public Utilities Code during the 2004–05, 2005–06,
36 and 2006–07 fiscal years.

37 (B) Compute the total statewide allocation of State Transit
38 Assistance funds pursuant to Section 99314 of the Public Utilities
39 Code during the 2004–05, 2005–06, and 2006–07 fiscal years.

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

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

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

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

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

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

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

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

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

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

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

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

27

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

30

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

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

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

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

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

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

16 (ii) Explosive device mitigation and remediation equipment.

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

19 (iv) Interoperable communications equipment.

20 (v) Physical security enhancement equipment.

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

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

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

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

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

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

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

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

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

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

29 (ii) Explosive device mitigation and remediation equipment.

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

32 (iv) Interoperable communications equipment.

33 (v) Physical security enhancement equipment.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 *(b) of Section 8879.57, the Office of Emergency Services (OES)*
2 *shall administer a grant application and award program for those*
3 *transit agencies and intercity.*

4 *(b) Funds awarded to transit agencies pursuant to this section*
5 *shall be for eligible capital expenditures as described in*
6 *subdivision (b) of Section 8879.57.*

7 *(c) Prior to allocating funds to projects pursuant to this section,*
8 *OES shall adopt guidelines to establish the criteria and process*
9 *for the distribution of funds described in this section. Prior to*
10 *adopting the guidelines, OES shall hold a public hearing on the*
11 *proposed guidelines.*

12 *(d) For each fiscal year in which funds are appropriated for*
13 *the purposes of this section, OES shall issue a notice of funding*
14 *availability no later than October 1.*

15 *(e) No later than December 1, of each fiscal year in which the*
16 *notice in subdivision (d) is issued, eligible transit agencies may*
17 *submit project nominations for funding to OES for its review and*
18 *consideration. Project nominations shall include all of the*
19 *following:*

20 *(1) A description of the project, which shall illustrate the*
21 *physical components of the project and the security or emergency*
22 *response benefit to be achieved by the completion of the project.*

23 *(2) Identification of all nonbond sources of funding committed*
24 *to the project.*

25 *(3) An estimate of the project's full cost and the proposed*
26 *schedule for the project's completion.*

27 *(f) No later than February 1, OES shall select eligible projects*
28 *to receive grants under this section. Grants awarded to eligible*
29 *transit agencies pursuant to subdivision (b) of Section 8879.57*
30 *shall be for eligible capital expenditures, as described in paragraph*
31 *(2) of subdivision (b) of that section.*

32 *8879.60. (a) For funds appropriated from the Transit System*
33 *Safety, Security, and Disaster Response Account for allocation to*
34 *intercity and commuter rail operators eligible to receive funds*
35 *pursuant to subdivision (c) of Section 8879.57, OHS shall*
36 *administer a grant application and award program for those*
37 *intercity and commuter rail operators.*

38 *(b) Funds awarded to intercity and commuter rail operators*
39 *pursuant to this section shall be for eligible capital expenditures*
40 *as described in subdivision (c) of Section 8879.57.*

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

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

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

6

7

Article 7. Local Bridge Seismic Retrofit Account

8

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

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

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

28

29

Article 8. Highway-Railroad Crossing Safety Account

30

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

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

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

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

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

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

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

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

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

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

31
32 *Article 9. Highway Safety, Rehabilitation, and Preservation*
33 *Account*
34

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

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

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

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

22

23 *Article 10. Local Street and Road Improvement, Congestion*
24 *Relief, and Traffic Safety Account of 2006*
25

26

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

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

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

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

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

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

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

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

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

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

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

20 39625. The Legislature finds and declares as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 (d) *The administrative agency may not approve project fund*
2 *allocations for any project until the recipient agency provides a*
3 *project funding plan that demonstrates that the funds are expected*
4 *to be reasonably available and sufficient to complete the project.*
5 *The administrative agency may approve funding for useable project*
6 *segments only if the benefits associated with each individual*
7 *segment are sufficient to meet the objectives of the program from*
8 *which the individual segment is funded.*

9 (e) *Guidelines adopted by the administrative agency pursuant*
10 *to this chapter and Chapter 12.49 (commencing with Section*
11 *8879.20) of Division 1 of Title 2 of the Government Code are*
12 *intended to provide internal guidance for the agency and shall be*
13 *exempt from the Administrative Procedure Act (Chapter 3.5*
14 *(commencing with Section 11340) of Part 1 of Division 3 of the*
15 *Government Code), and shall do all of the following:*

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

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

19 (3) *Require that project nominations have project delivery*
20 *milestones, including, but not limited to, start and completion dates*
21 *for environmental clearance, land acquisition, design, construction*
22 *bid award, construction completion, and project closeout, as*
23 *applicable.*

24 (f) (1) *As a condition for allocation of funds to a specific project*
25 *under Chapter 12.49 (commencing with Section 8879.20), the*
26 *administrative agency shall require the recipient agency to report,*
27 *on a semiannual basis, on the activities and progress made toward*
28 *implementation of the project. The administrative agency shall*
29 *forward the report to the Department of Finance by means*
30 *approved by the Department of Finance. The purpose of the report*
31 *is to ensure that the project is being executed in a timely fashion,*
32 *and is within the scope and budget identified when the decision*
33 *was made to fund the project. If it is anticipated that project costs*
34 *will exceed the approved project budget, the recipient agency shall*
35 *provide a plan to the administrative agency for achieving the*
36 *benefits of the project by either downscoping the project to remain*
37 *within budget or by identifying an alternative funding source to*
38 *meet the cost increase. The administrative agency may either*
39 *approve the corrective plan or direct the recipient agency to modify*
40 *its plan.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

34 (A) The magnitude of the emission reduction.

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

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

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

1 (E) Regulatory and State Implementation Plan requirements,
2 and the degree of surplus emissions to be reduced.

3 (F) The reduction in greenhouse gases, consistent with and
4 supportive of emission reduction goals, consistent with existing
5 law.

6 (G) The extent to which advanced emission reduction
7 technologies are to be used.

8 (H) The degree to which funds are leveraged from other sources.

9 (I) The degree to which the project reduces air pollutants or
10 air contaminants in furtherance of achieving state and federal
11 ambient air quality standards and reducing toxic air contaminants.

12 (J) The total emission reductions a project would achieve over
13 its lifetime per state dollar invested.

14 (K) Whether an emissions reduction is likely to occur in a
15 location where emissions sources in the area expose individuals
16 and population groups to elevated emissions that result in adverse
17 health effects and contribute to cumulative human exposures to
18 pollution.

19 (c) The state board shall ensure that state bond funds are
20 supplemented and matched with funds from federal, local, and
21 private sources to the maximum extent feasible.

22 39626. (a) (1) The state board shall develop guidelines by
23 December 31, 2007, consistent with the requirements of this
24 chapter, to implement Section 39625.5, in consultation with
25 stakeholders, including, but not limited to, local air quality
26 management and air pollution control districts, metropolitan
27 planning organizations, port authorities, shipping lines, railroad
28 companies, trucking companies, harbor craft owners, freight
29 distributors, terminal operators, local port community advisory
30 groups, community interest groups, and airports. The guidelines
31 shall, at a minimum, include all of the following:

32 (A) An application process for the funds, and any limits on
33 administrative costs, including a local administrative cost limit of
34 up to 5 percent.

35 (B) A requirement for a contribution of a specified percentage
36 of funds leveraged from other sources or in-kind contributions
37 toward the project.

38 (C) Project selection criteria.

39 (D) The method by which the state board will consider the air
40 basin's status in maintaining and achieving state and federal

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

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

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

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

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

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

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

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

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

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

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

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

9 (b) *Notwithstanding Section 16304.1 of the Government Code,*
10 *an applicant receiving funds pursuant to this chapter shall have*
11 *up to two years from the date that the funds are allocated to the*
12 *applicant to award the contract for implementation of the project,*
13 *or the funds shall revert to the California Ports Infrastructure,*
14 *Security, and Air Quality Improvement Account for allocation as*
15 *provided in paragraph (2) of subdivision (c) of Section 8879.23*
16 *of the Government Code upon appropriation by the Legislature.*

17 *Funds not liquidated within four years of the date of the award of*
18 *the contract between the applicant and the contractor shall revert*
19 *to the California Ports Infrastructure, Security, and Air Quality*
20 *Improvement Account for allocation as provided in paragraph (2)*
21 *of subdivision (c) of Section 8879.23 of the Government Code upon*
22 *appropriation by the Legislature. Returned funds or unspent funds*
23 *from obligated contracts received by the applicant prior to the end*
24 *of the liquidation period shall revert to the California Ports*
25 *Infrastructure, Security, and Air Quality Improvement Account*
26 *for allocation provided in paragraph (2) of subdivision (c) of*
27 *Section 8879.23 of the Government Code upon appropriation by*
28 *the Legislature.*

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

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

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

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

17
 18 CHAPTER 10. CALIFORNIA CLEAN SCHOOLBUS PROGRAM
 19

20 44299.90. The Legislature finds and declares as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

16
17 _____

18 **CORRECTIONS:**

19 **Amended Date—Page 1.**

20 _____

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AMENDED IN ASSEMBLY JULY 9, 2007

SENATE BILL

No. 976

Introduced by Senator Torlakson

February 23, 2007

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

LEGISLATIVE COUNSEL'S DIGEST

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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*Agenda Item V.D
August 29, 2007*

DATE: August 21, 2007
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Solano Transportation for Livable Communities (TLC) Capital Grants

Background:

Solano Transportation for Livable Communities (TLC) Capital grants are funded by Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Program and Transportation Enhancements (TE) Program funds. ECMAQ funds can only be allocated to projects in eastern Solano County (Dixon, Rio Vista, Vacaville and portions of Solano County).

The STA Board approved three (3) TLC capital projects for a total of \$1,872,200 at their December 13, 2006 meeting. A total of \$1,034,800 of TLC capital funds remained to be programmed. The STA Board decided at that time to make available the remaining balance of TLC Funds in 2007. An important factor behind this decision was to allow additional time for project sponsors to develop eligible TLC capital projects.

On June 13, 2007, the STA Board issued a second call for TLC capital projects and received the following application submittals:

1. City of Fairfield- Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project (\$220,000 requested)
2. City of Rio Vista- Waterfront Public Access Project Phase 1 (\$1,000,000 requested)
3. City of Suisun City- Walters Road Pedestrian and Bicycle Path Improvement (\$60,000 requested)
4. City of Suisun City- McCoy Creek Pedestrian and Bicycle Bridge (\$60,000 requested)
5. City of Vacaville- Vacaville Downtown Creekwalk Extension (\$1,026,900 requested)

Discussion:

STA staff considered two primary factors in developing the funding recommendation for the remaining TLC capital funds: project deliverability and access to transit. Project deliverability is a major concern due to the fact that the funds will be lost if the project sponsor does not get all the necessary authorizations from Caltrans and the Federal Highway Administration to begin construction by the end of Fiscal Year 2008-09. In the past, if project sponsors had issues with getting approvals for construction by the deadline, MTC and STA had potential options to grant an extension to project sponsors. Now, however, FY 2008-09 is the end of the current Federal Transportation Bill. Therefore, there aren't any options for extensions if the project sponsor experiences

delays in getting the project approved for construction. All funds that aren't obligated (or ready to be spent) by the FY 2008-09 deadline will be rescinded.

The projects submitted by the cities of Fairfield, Rio Vista and Vacaville are identified in the Solano Countywide Transportation for Livable Communities (TLC) Plan, Solano Countywide Bicycle Plan and Solano Countywide Pedestrian. Suisun City's project submittals are not specifically identified Solano Countywide TLC Plan; however, they are included in the Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan.

The City of Fairfield was the most qualified application for the TLC program since its primary purpose is to provide a safer, more attractive linkage between major employment centers, two downtown locations, and residential areas to a major regionally significant multi-modal transit facility. In addition to meeting the goals of the TLC program, the project is ready to implement upon approval of funding.

In evaluating the application submittals, STA staff was notified that Suisun City's requests were ineligible due to the uncertainty of funding dedicate to complete their projects. The TLC funds requested for Suisun's projects were a small portion of the total project cost with the remaining balance of the project left unfunded. The city is planning to apply for other grant sources to complete the project. STA staff is therefore not recommending TLC capital funds for both Suisun City projects at this time, but will continue to work with Suisun City to obtain other funding for this project.

Vacaville and Rio Vista's TLC project funding requests were for \$1 million or more. STA staff considered funding each of them at approximately 50% of their request. However, it appeared that such an approach would result in two projects that lack sufficient funds to move forward. STA staff decided to recommend one of the two projects relatively close to their project request at this time for two reasons:

1. Significant construction cost savings by eliminating need to break the project into smaller phased projects.
2. Project will have a greater likelihood of being built as proposed.

Below is a brief description and an analysis of each application received:

City of Fairfield- Union Ave./Suisun Train Station Pedestrian Safety Improvement Project

The City of Fairfield requested \$220,000 of TLC capital funds to complete a pedestrian safety project that connects Fairfield's downtown, the Solano County Government Center and Courthouse along Union Avenue to downtown Suisun City's Amtrak Station, downtown and waterfront. This project is phase 2 to an original project funded through Regional Measure 2 Safe Routes to Transit (SR2T) funds. The original project had to be broken into two phases because SR2T funds could not cover the cost of the entire project scope. Upon completion of both phases, Union Avenue will be an attractive corridor for bicycle and pedestrians to access the multi-use Class 1 bridge that crosses the Union Pacific railroad tracks. This bike/pedestrian bridge is a primary link between each city's downtowns, and serves as an important access point for transit users traveling to the employment, retail, and residential destinations. The Phase 2 project scope includes safety improvements related to traffic calming (pedestrian crossing), lighting, hardscape

and landscape enhancements. A total of \$124,630 of local match is dedicated to this project. The local match equals 55% of the total amount requested.

STA staff is recommending \$212,000 for this project for the following reasons:

- The project is ready for implementation by Fall of 2007
- The project is within the city's right-of-way (ROW)
- The project has environmental clearance
- The project is within a ¼ mile of an existing transit facility (Suisun City Rail Station)

The City of Fairfield submitted a separate funding request for Transportation Fund for Clean Air (TFCA) to augment this TLC request (see TFCA staff report under separate cover of this agenda). If both requests are approved, the project will be fully funded and would be able to be implemented by Fall of 2007.

City of Vacaville- Vacaville Downtown Creekwalk Extension

The City of Vacaville requested \$1,026,900 to extend the Downtown Creekwalk along Ulatis Creek from the current terminus east to McClellan Street along the north side of Ulatis Creek. The project provides for pedestrian connections between recreation, retail, restaurant, office, and residential uses in the historic eastern section of downtown Vacaville. In addition to being an important connection to the downtown services and employment, the creekwalk extension project will be part of a much longer Class 1 multi-use path connection along the Ulatis Creek between east and west Vacaville currently bisected by I-80. Similar to Rio Vista's Waterfront Project, Vacaville's Downtown Creekwalk Extension concept was developed as part of a TLC planning effort. A total of \$133,000 of local match is dedicated to this project. The local match equals 17.5% of the total amount requested.

STA staff is recommending \$822,000 for this project for the following reasons:

- The project is within the city's right-of-way (ROW)
- Although environmental clearance is necessary, the city has identified all environmental issues and mitigation needed.
- The project is within a ½ mile of two existing transit facilities (Davis Street Park and Ride Lot and the New Vacaville Transit Center)

City of Rio Vista- Waterfront Public Access Project Phase I

The City of Rio Vista requested \$1,000,000 to improve the public access and amenities available in the waterfront area of downtown Rio Vista. Phase 1 of the project consists of construction of a pedestrian/bicycle pathway network, public facility repair and replacement, flood control engineering (design) and flood control improvements from the Rio Vista Bridge to City Hall. This project was a direct result of the Rio Vista Waterfront TLC Plan currently being finalized by the city. A total of \$175,000 of local match is dedicated to this project. The local match equals 17.5% of the total amount requested.

Rio Vista's Waterfront Public Access application submittal was well written in terms of its description of the project and its goals. The application demonstrated the project's potential to be an important element in revitalizing the Rio Vista downtown area. It also demonstrated how the pedestrian access to the Waterfront linked to future planned

residential, employment and retail areas as developed in draft TLC Waterfront Plan. This project is identified in the Solano Countywide Transportation for Livable Communities (TLC) Plan, Solano Countywide Bicycle Plan and Solano Countywide Pedestrian.

However, STA staff is not recommending funding for this project for the following reasons:

- Project does not have environmental clearance- environmental concerns are unknown- high potential of project delay and loss of federal funds
- Project area includes private properties that are not within the City's right-of-way

An important factor in developing the funding recommendation was that Rio Vista's proposed project is immediately adjacent to the Sacramento River. Development next to the river has the potential for substantial involvement of state and federal resource agencies and organized public groups. Rio Vista has not obtained project specific environmental clearance. City staff does not anticipate significant concerns from the public or resource agencies; however, until an environmental document is released, environmental concerns are an unknown factor. In addition, Rio Vista does not own all the property needed to complete the project. The need for environmental clearance and property acquisition both have the potential to delay project completion possibly beyond the federal funding deadline. Although there is a potential to have a transit facility at a future park and ride location just west of the project site, there are currently no existing transit facilities.

This project is still an STA priority and a quality TLC candidate. As future TLC funding sources become available, STA staff recommends Rio Vista's project receive priority for funding, provided that the potential environmental and land acquisition concerns are addressed.

City of Suisun City- Walters Road Pedestrian and Bicycle Path Improvement

The City of Suisun City requested \$60,000 to replace an existing asphalt-concrete (AC) bike path located along the west side of Walters Road from Petersen Road to Bella Vista Drive. The replaced path system will feature of 10-foot wide concrete Class I bike path that will also accommodate pedestrian movement and will be segregated from motor vehicle traffic through the use of vegetation. The bicycle/pedestrian path is surrounded by residential areas and is a direct link to the Jepson Parkway Bikeway and the Central County Bikeway, a 10-foot wide concrete Class I bicycle path located along the north side of State Route 12 from Walters Road to Marina Boulevard. A total of \$6,900 of local match is dedicated to this project.

As noted previously, this project is not eligible for funding at this time. STA will continue to work with Suisun City to obtain other funding for this project.

City of Suisun City- McCoy Creek Pedestrian and Bicycle Bridge

The City of Suisun City made a second requested for \$60,000 to assist in the construction of a Class I bike route along McCoy Creek from Pintail St. to Blossom Ave. Specifically, the request is to fund the purchase and construction of the bicycle/pedestrian bridge to connect the southern and northern portions of the McCoy Creek Trail. A total of \$6,900 of local match is dedicated to this project.

As noted previously, this project is not eligible for funding at this time. STA will continue to work with Suisun City to obtain other funding for this project.

Fiscal Impact:

Funding for the Solano TLC Capital Grants are provided by Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program and Transportation Enhancements (TE) Program. Both funding sources are federal funds and administered by MTC and the California Transportation Commission (CTC). A total of \$1,034,000 is available for the STA to approve. STA staff is recommending the following funding amount breakdown for each project:

1. City of Fairfield - Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project: \$212,000 (TE funds)
2. City of Vacaville - Vacaville Downtown Creekwalk Extension: \$792,000 (ECMAQ) and \$30,000 (TE funds) for a total of \$822,000.

Recommendation:

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

1. Solano TLC Capital Grants for the following projects:
 - A. City of Fairfield- Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project: \$212,000
 - B. City of Vacaville- Vacaville Downtown Creekwalk Extension: \$822,000
2. The City of Rio Vista's Waterfront Public Access Project will receive priority for future TLC allocations, provided that the potential environmental and land acquisition issues are addressed for the project.

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DATE: August 14, 2007
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Eastern Solano Congestion Mitigation and Air Quality (ECMAQ)
Improvement Program: Alternative Fuels Program

Background:

On March 8, 2006, the Solano Transportation Authority (STA) Board adopted the STA Alternative Modes Funding Strategy. The purpose of the strategy was to create a dedicated funding source for three categories of projects, including a category to fund alternative fuels/vehicles and the Solano Napa Commuter Information's (SNCI) ridesharing activities. The strategy dedicated a portion of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program funds for the alternative fuels/vehicles and ridesharing activities category. Although alternative fuels/vehicles and ridesharing activities have been funded in the past with ECMAQ and other funding sources, this is the first time the STA is recommending to set aside a dedicated funding source for these types of projects.

As described in the June 13th, 2007 STA Board Agenda Item IX.H, \$390,000 of the ECMAQ is dedicated to SNCI's ridesharing activities through the Alternative Modes Funding Strategy. The STA Board issued a call for projects for \$200,000 available for alternative fuels/vehicles. Two applications have since been submitted:

- City of Rio Vista- Hybrid Vehicles to Support Administrative Staff (request: \$66,375)
- City of Vacaville- Alternative Fuel Vehicles and Incentive Program (request: \$200,000)

Copies of the applications have been included as Attachment A.

Discussion:

City of Rio Vista- Purchase Hybrid Vehicles to Support Administrative Staff

The City of Rio Vista requested \$66,375 to purchase three (3) gasoline-hybrid Ford Escape vehicles. A total of \$8,625 was identified as a local match from the city's Transportation Development Act (TDA) and general funds. The city proposes to purchase the vehicles to use as staff vehicles for Administration/Recreation, Community Development and Public Works Departments. Currently, the City does not have staff vehicles and requires the use of personal vehicles for City Business.

City of Vacaville- Alternative Fuel Incentive Program

The Alternative Fuel Vehicle (AFV) Incentive Program will provide purchase buy-down incentives for new fully functional, freeway capable, all-battery electric vehicles, new Compressed Natural Gas (CNG) vehicles (i.e. Honda Civic GX) and associated refueling

infrastructure. The program will also provide incentives for qualifying vehicles for Vacaville, Dixon, Rio Vista, and the County of Solano municipal fleet vehicles that operate predominately in the northeastern portion of Solano County. In addition to City and County municipal fleet vehicles, the incentive program will also be available to residents and employees within those eligible jurisdictions. Lastly, the program will provide incentives to help offset some of the incremental cost of extending the leases of the 25 existing Toyota RAV4 Electric Vehicles for the City of Vacaville. A total of \$200,000 is provided as local match through the Yolo Solano Air Quality Management District Clean Air Fund.

STA Staff Evaluation

The City of Rio Vista's request to fund Ford Escape hybrid vehicles with ECMAQ funds is not eligible. Certain hybrid vehicles that have lower emissions rates than their non-hybrid counterparts may be eligible for CMAQ investments. Hybrid passenger vehicles must meet Environmental Protection Agency's (EPA) low emissions and energy efficiency requirements for certification under the HOV exception provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act- Legacy for Users (SAFETEA-LU) to be eligible for ECMAQ funding. One key criterion to qualify for the HOV exception for hybrid vehicles is to have a certified miles per gallon consumption rate equal to or above 45 miles per gallon. The Ford Escape hybrid vehicles do not meet that criterion. Furthermore, the TDA local match identified for this request is not eligible. TDA funding can purchase vehicles, however, the vehicles have to be specifically related to transit activities.

The City of Vacaville's application demonstrated the success of their Alternative Fuel Incentive Program in the past through newspaper publications and public/private partnership demand for funding incentives. In addition to the program's success, it benefits the employees and residents of Dixon, Rio Vista and portions of unincorporated Solano County in the Yolo Solano Air Basin. The incentive program has a 100% match commitment from the YSAQMD. This would provide a total of \$400,000 over the next two years to implement the program if the ECMAQ funding request is approved by the STA. The City of Vacaville's total amount requested is below what the program has operated under in the past; however, if approved, it will allow the City of Vacaville to continue providing funding incentives to residents for purchasing alternative fueled vehicles and home refueling stations.

STA staff is recommending \$200,000 to match the YSAQMD's Clean Air Program commitment to the City of Vacaville's program. The City of Rio Vista is encouraged to work with the City of Vacaville to obtain funding incentives to purchase eligible vehicles for their City Departments. STA staff is also recommending STA Board approval of SNCI's ridesharing activities in the amount previously determined. These funds for the SNCI Program funds activities such as Bike to Work Week, the Employer Commute Challenge, Vanpools, and other incentives. This action is necessary to include SNCI's program into the Metropolitan Transportation Commission's (MTC) FY 2007-08 Transportation Improvement Program (TIP). Once SNCI's program is included in the TIP, they will be eligible to request ECMAQ reimbursement for their ridesharing program.

Fiscal Impact:

Of the \$590,000 of Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program funding available, \$390,000 is dedicated to SNCI's Ridesharing Activities and \$200,000 is dedicated to Alternative Fuels projects. ECMAQ funding is federal transportation funding provided by the Metropolitan Transportation Commission (MTC) to Solano County.

Recommendation:

Forward a recommendation to the STA Board to approve the Eastern Solano Congestion Mitigation Air Quality (ECMAQ) funding for the following projects:

1. City of Vacaville's Alternative Fuel Vehicle Incentive Program: \$200,000
2. Solano Napa Commuter Information's Ridesharing Activities: \$390,000

Attachment:

- A. Applications for the ECMAQ Alternative Fuels Grant Program.

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**Copies of the
Applications for the ECMAQ Alternative Fuels Grant
Program have been provided to the
TAC members
under separate enclosure.**

**You may obtain copies of the
Applications for the ECMAQ Alternative Fuels Grant
Program by contacting the STA at (707) 424-6075.**

Thank you.

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DATE: August 16, 2007
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Bay Area Air Quality Management District (BAAQMD) Transportation
for Clean Air (TFCA) Program Manager Funds

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 clean air projects. Eligible projects reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, ridesharing activities and alternative modes promotional/educational projects. Two air districts, the BAAQMD and the Yolo-Solano Air Quality Management District, 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 regionally distributes 60% of the entire TFCA funds through a competitive process; the remaining 40% is for TFCA Program Manager projects.

Earlier this year the STA Board issued an initial call for projects and approved a total of \$23,120 for two clean air projects. This left a remaining balance of \$309,494, of which \$222,247 was dedicated to SNCI's Rideshare Activities. On June 13, 2007, the STA Board formally approved SNCI's allocation and issued a call for the remaining \$87,247. Since then STA staff received two applications:

1. City of Benicia- Bus Retrofit Devices (\$25,000 requested)
2. City of Fairfield- Union Ave./Suisun Train Station Pedestrian Safety Project (\$87,247 requested)

Copies of the applications are attached (see Attachments A and B).

Discussion:

Below is a brief description and analysis of each application submitted.

City of Benicia- Bus Retrofit Devices

The City of Benicia requested \$25,000 in TFCA funds to retrofit six Benicia Breeze Cutaway buses. The retrofit devices are Cleaire Advanced Emission Controls' Horizon Electric Particulate Filter. The device is certified by the Air Resource Board (ARB) as a Level 3 emissions reduction device due to its ability to reduce particulate matter emissions by 85% for on road heavy duty vehicles with engine model years between

1994 and 2005. Relative to this application, the Benicia Transit Fleet is currently under the ARB's Fleet Vehicle Rule. This means that at least 20% of Benicia's buses that were made in 2001 or older must reduce their air emissions at least to the ARB Level 3 standard. Also relative to this request, the City of Benicia previously was awarded \$10,000 to retrofit seven vehicles with the same control device earlier this year.

City of Fairfield- Union Ave./Suisun Train Station Pedestrian Safety Improvement Project

The City of Fairfield requested \$87,247 of TFCA funds to complete a pedestrian safety project that connects downtown Fairfield along Union Avenue to downtown Suisun City's Amtrak Station. This project is Phase 2 to an original project funded through Regional Measure 2 Safe Routes to Transit (SR2T) funds. The original project had to be broken into two phases because SR2T funds could not cover the cost of the entire project scope. Upon completion of both phases, Union Avenue will be an attractive corridor for bicycle and pedestrians to access the multi-use Class 1 bridge that crosses the Union Pacific railroad tracks to the Suisun's multi-modal Amtrak Station center. This bike/pedestrian bridge is the only link between each city's downtowns, and serves as an important access point for transit users traveling to the employment, retail, and residential destinations. The Phase 2 project scope includes safety improvements related to traffic calming (pedestrian crossing), lighting, hardscape and landscape enhancements.

The City of Fairfield submitted a separate funding request for Solano Transportation for Livable Communities (TLC) Capital grant to augment this TFCA request (see TLC staff report under separate cover of this agenda). If both requests are approved, the project will be fully funded and would be able to go to construction in the Fall of 2007. A total of \$124,630 of local match is dedicated to this project.

Staff Evaluation

Benicia's Bus Retrofit Device project is an important project that reduces air emissions in Solano County. Benicia already received \$10,000 from the first call for projects earlier this year to fund seven retrofit devices. In addition, STA staff facilitated a separate allocation of approximately \$220,000 in FTA 5307 Vallejo/Benicia UZA Surplus funds provided by the Metropolitan Transportation Commission to assist Benicia in meeting ARB's Fleet Vehicle Rule. Based on the earlier TFCA allocation and the most recent MTC allocation to assist Benicia in retrofitting their buses, STA staff is not recommending additional funding for Benicia for this project as part of this call for projects.

The City of Fairfield's project is a priority project identified in the Solano Countywide Transportation for Livable Communities (TLC) Plan, Solano Countywide Bicycle Plan and Solano Countywide Pedestrian. This project is significant to all three plans due to its potential to improve connections to:

- two major city and county employment, retail, and residential centers
- regional transit center (via the Amtrak Train Station, Park and Ride lot and regional Transit Service stop in downtown Suisun City)

Because this funding request, combined with the ECMAQ fund request, will fully fund the project, STA staff is recommending the full amount of \$87,247 requested for the Union Ave./Suisun Train Station Pedestrian Safety Project.

Fiscal Impact:

No impact to the STA budget. The recommended project will be funded with the remaining FY 2007-08 TFCA funds balance of \$87,247. If the remaining balance is not allocated by October 1, 2007, the funds will no longer be directly available to Solano County. After October 1st, the Bay Area Air Quality Management District will use the remaining balance as part of the Regional TFCA program. Solano County will need to compete at the regional level for the funds at that point.

Recommendation:

Forward a recommendation to the STA Board to approve \$87,247 in FY 2007-08 TFCA Program Manager Funds for the City of Fairfield's Union Ave./Suisun Train Station Pedestrian Safety Project.

Attachments:

- A. City of Benicia- Bus Retrofit Devices
- B. City of Fairfield- Union Ave./Suisun Train Station Pedestrian Safety Improvement Project

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CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4200 • FAX (707) 747-8120

RECEIVED

JUL - 5 2007

SOLANO TRANSPORTATION
AUTHORITY

July 3, 2007

Robert Guerrero
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: Solano Transportation Fund for Clean Air Application

Dear Mr. Guerrero:

The City of Benicia is pleased to submit our grant for the following project:

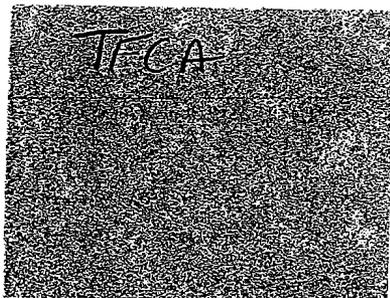
- Install Level 3 Particulate Devices on six Benicia Breeze Cutaway Buses.

These devices will help improve the air quality within the Bay Area and improve the reliability of the cutaway buses in operation today.

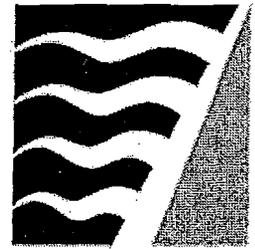
Should you have any questions regarding our grant, you can call me at (707) 746-4333, extension 107 or email at jandoh@ci.benicia.ca.us

Thank you,

John Andoh
Transit Services Manager



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Solano TFCA Application for 2007-08

Project title:	<u>Install Particulate Traps on Benicia Breeze Diesel Cutaway Buses</u>		
Project sponsor:	<u>City of Benicia</u>		
Contact person:	<u>John Andoh</u>		
Phone No:	<u>707-746-4333, ext 107</u>	E-Mail:	<u>jandoh@ci.benicia.ca.us</u>
Address:	<u>250 East L Street</u> <u>Benicia, CA 94510</u>		
Total TFCA funds Requested (\$87,247 Max.):	<u>\$25,000</u>	Local match:	<u>\$125,000</u> <u>General Fund</u>
Total project cost:	<u>\$150,000</u>		

1. Project description: **Purchase Level 3 Particulate Traps for Benicia Breeze Diesel Cutaway Buses purchased in 2000 and 2001.**
2. Describe project location (attach map of the project area or the target population area that this project will serve):

Map is attached.

5. Type of project eligibility (see Solano TFCA Program Manager Guidelines for detailed project eligibility information):

(Mark 'X' in applicable eligibility category)

- A. Ridesharing
- B. Bicycle Project
- C. Shuttle/Feeder Bus Service
- D. Arterial Management Projects
- E. Clean Air Vehicle
 - 1. Light Duty
 - 2. Heavy Duty
- F. Smart Growth Projects/Pedestrian Project

<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>

3. If TFCA grant is not approved (or not approved in its entirety), describe what would be the effects on existing or planned facility/services? The City will strive to seek other funds to complete this project.

4. Describe project schedule (including project milestones) and indicate estimated project completion date:

CARB Time Line

Due Date	Task
September 1, 2007	Direct MV Transportation, Inc to Purchase Devices For 6 Vehicles
October 15, 2007	Additional Power Source Added Outside for Cutaway Vehicles to Plug In Level 3 Devices
October 31, 2007	Installed Level 3 Devices on Bus #2201, 2005, 2006, 2007
November 30, 2007	Installed Level 3 Devices on Bus # 2004 and Bus #2003 (if not replaced by then)
December 31, 2007	All Cutaway Buses in Benicia Breeze Fleet Retrofitted with Level 3 Devices

6. Please locate the project category in the following pages and include all listed information as specified on a separate sheet of paper. Applicants may be required to submit additional information for purposes of determining air emission reductions prior to final grant approval by the Bay Area Air Quality Management District (BAAQMD).

**State of California
AIR RESOURCES BOARD**

EXECUTIVE ORDER DE-05-010-02

Pursuant to the authority vested in the Air Resources Board (ARB) by Health and Safety Code, Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code section 39515 and 39616 and Executive Order G-02-003;

Relating to Exemptions under section 27156 of the Vehicle Code, and Verification under sections 2700 through 2710 of Title 13 of the California Code of Regulations

Cleaire Advanced Emission Controls, LLC (Cleaire)
Horizon™ Electric Particulate Filter (Horizon)

ARB staff reviewed Cleaire's request for verification of the Horizon. Based on an evaluation of the data provided, and pursuant to the terms and conditions specified below, the Executive Officer of ARB hereby finds that the Horizon reduces emissions of diesel particulate matter (PM) consistent with a Level 3 device (greater than or equal to 85 percent reductions) (Title 13, California Code of Regulations (CCR), sections 2702 (f) and (g) and section 2708). Accordingly, the Executive Officer determines that the system merits verification and, subject to the terms and conditions specified below, classifies the Horizon as a Level 3 system for on-road vehicles that use heavy-duty diesel engines of all model years up through and including 2006, except those belonging to engine families listed in Attachment 1.

The Horizon is compliant with the 2009 nitrogen dioxide emissions limit and as such is designated as a "Plus" system per section 2702(f).

The aforementioned verification is subject to the following terms and conditions:

- The engine must be model year 2006 or older, and not belong to any of the engine families listed in Attachment 1.
- The engine must be used by an on-road motor vehicle with a manufacturer's Gross Vehicle Weight Rating of over 14,000 pounds.
- The engine may have a pre-existing diesel oxidation catalyst from the original equipment manufacturer if the engine's model year is between 1994 and 2005, inclusive.
- The engine must not have a pre-existing diesel oxidation catalyst from the original equipment manufacturer if the engine's model year is 2006.
- The engine must not have a pre-existing diesel oxidation catalyst from the original equipment manufacturer if the engine's model year is 1993 or older.
- The engine must not have a pre-existing diesel particulate filter from the original equipment manufacturer.

- The engine must have a displacement no greater than 15 liters.
- The engine must be four-stroke.
- The engine can be mechanically or electronically injected.
- The engine should be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer.
- Lube oil, or other oil, should not be mixed with the fuel.
- The product must not be operated with fuel additives, as defined in section 2701 of Title 13, of the CCR, unless explicitly verified for use with the fuel additive(s).
- The product must not be used with any other systems or engine modifications without ARB and manufacturer's approval.
- The other terms and conditions specified below.

IT IS ALSO ORDERED AND RESOLVED: That installation of the Horizon, manufactured by Cleaire Advanced Emission Controls, LLC, 14775 Wicks Boulevard, San Leandro, California 94577-6779, has been found not to reduce the effectiveness of the applicable vehicle pollution control system, and therefore, the Horizon is exempt from the prohibitions in section 27156 of the Vehicle Code for installation on heavy-duty on-road vehicles. This exemption is only valid provided the engines meet the aforementioned conditions.

ARB reserves the right in the future to review this Executive Order and the exemption and verification provided herein to assure that the exempted and verified add-on or modified part continues to meet the standards and procedures of CCR, Title 13, section 2222, et seq and CCR, Title 13, sections 2700 through 2710.

The Horizon consists of a non-catalyzed silicon carbide wall-flow diesel particulate filter, electric heating element, air pump, and an electronic control system. All necessary hardware and controls are installed on the vehicle, requiring only off-board electric power to supply energy to the heater. The major components of the Horizon are identified in Attachment 2.

No changes are permitted to the device. ARB must be notified, in writing, of any changes to any part of the Horizon. Any changes to the device must be evaluated and approved by ARB. Failure to do so shall invalidate this Executive Order.

Changes made to the design or operating conditions of the Horizon, as exempted by ARB, which adversely affect the performance of the vehicle's pollution control system, shall invalidate this Executive Order.

This Executive Order is valid provided that installation instructions for Horizon do not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Marketing of the Horizon using identification other than that shown in this Executive Order or for an application other than that listed in this Executive Order shall be prohibited unless prior approval is obtained from ARB.

This Executive Order shall not apply to any Horizon advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

ARB estimates that the Horizon has no significant effect on average fuel economy.

As specified in the Diesel Emission Control Strategy Verification Procedure (CCR, Title 13, section 2706 (g)), ARB assigns each Diesel Emission Control Strategy a family name. The designated family name for the verification as outlined above is:

CA/CLE/2005/PM3+/N00/ON/DPF01.

Additionally, as stated in the Diesel Emission Control Strategy Verification Procedure, Cleaire is responsible for honoring the required warranty (section 2707) and conducting in-use compliance testing (section 2709).

This Executive Order is valid provided that the diesel fuel used in conjunction with the device complies with Title 13, CCR, sections 2281 and 2282, and if biodiesel is used, the biodiesel blend shall be 20 percent or less subject to the following conditions:

- The biodiesel portion of the blend complies with the American Society for Testing and Materials (ASTM) specification D6751 applicable for 15 parts per million sulfur content;
- The diesel fuel portion of the blend complies with Title 13, CCR, sections 2281 and 2282; and
- The use of biodiesel applies to devices verified to reduce only diesel particulate matter.
-

Other alternative diesel fuels such as, but not limited to, ethanol diesel blends and water emulsified diesel fuel are excluded from this Executive Order.

Systems verified under this Executive Order shall conform to all applicable California emissions regulations.

This Executive Order does not release Cleaire from complying with all other applicable regulations.

Violation of any of the above conditions shall be grounds for revocation of this Executive Order.

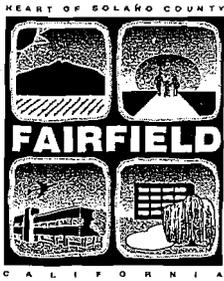
Executed at El Monte, California, this 14th day of February 2007.

/s/

Robert H. Cross, Chief
Mobile Source Control Division

Attachment 1: Excluded Engine Families for the Horizon
2: Horizon Parts List

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CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

707.428.7635
FAX 707.426.3298

Home of
Travis Air Force Base

Department of Public Works

COUNCIL

Mayor
Harry T. Price
707.428.7395
Vice-Mayor
Jack Batson
707.429.6298

Councilmembers
707.429.6298

Marilyn Farley
Frank Kardos
John Mraz

...

City Manager
Kevin O'Rourke
707.428.7400

...

City Attorney
Greg Stepanich
707.428.7419

...

City Clerk
Arletta Cortright
707.428.7384

...

City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

Community Services
707.428.7465

...

Finance
707.428.7496

...

Fire
707.428.7375

...

Human Resources
707.428.7394

...

Planning &
Development
707.428.7461

...

Police
707.428.7551

...

Public Works
707.428.7485

July 24, 2007

Mr. Robert Guerrero
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: Solano Transportation Fund for Clean Air Application – City of Fairfield

Dear Robert:

The City of Fairfield requests \$87,247 in Transportation Fund for Clean Air (TFCA) funds to partially fund Phase 2 of the Union Avenue/Suisun Train Station Streetscape Enhancement project. This request is submitted in parallel with a request for \$220,000 in Transportation for Livable Communities (TLC) funds for this project. Phase 1 of the project is funded with \$300,000 in Safe Routes to Transit funds, \$25,000 in TDA Article 3 funds and \$100,000 in local funds.

This TFCA funding and the requested TLC funds will allow the City of Fairfield to complete enhanced pedestrian facilities from the Solano County Government facilities and downtown Fairfield to the Suisun City Train Station and downtown Suisun City. The pedestrian improvements will encourage the large employee base of the Solano County Government facilities to switch from private autos to rail and bus, thus reducing congestion and improving air quality.

Thank you for your consideration.

Sincerely,

William M. Duncan, P.E.
Assistant Public Works Director - Transportation

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BAY AREA
AIR QUALITY

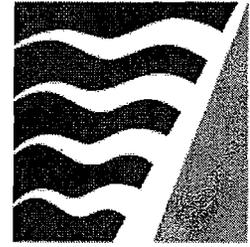


TRANSPORTATION
FUND FOR
CLEAN AIR

**Solano
Transportation Fund For Clean Air Application
Fiscal Year 07-08**

- **Submit a cover letter and 2 hard copies of the complete application to:
Robert Guerrero
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun, CA 94585**

- **Applications are due to the Solano Transportation Authority (STA) before
3p.m., Tuesday, July 24, 2007.**



Solano TFCA Application for 2007-08

Project title: Union Avenue/Suisun Train Station Pedestrian Safety Improvement Project

Project sponsor: City of Fairfield (co-sponsors of Suisun City and Solano County)

Contact person: Mike Duncan

Phone No: 707.428.7632 **E-Mail:** mduncan@ci.fairfield.ca.us

Address: Fairfield Transportation Center
2000 Cadenasso Drive
Fairfield CA 94533

Total TFCA funds Requested \$87,247 \$37,383
(\$87,247 Max.): _____ **Local match:** _____

Total project cost: \$344,630

1. Project description: This is Phase 2 of a project to provide pedestrian lighting and enhanced pedestrian path-of-travel between the Solano County Government Center and the County Court House facilities to the Suisun City Train Station and Intercity Transit facility.

2. Describe project location (attach map of the project area or the target population area that this project will serve): The project is on Union Avenue from downtown Fairfield to the Suisun City Train Station. Approximately 1,500 employees of the Government facilities and downtown Fairfield will be served.

5. Type of project eligibility (see Solano TFCA Program Manager Guidelines for detailed project eligibility information):

(Mark 'X' in applicable eligibility category)

- | | |
|---------------------------------------------|-------------------------------------|
| A. Ridesharing | <input type="checkbox"/> |
| B. Bicycle Project | <input type="checkbox"/> |
| C. Shuttle/Feeder Bus Service | <input type="checkbox"/> |
| D. Arterial Management Projects | <input type="checkbox"/> |
| E. Clean Air Vehicle | <input type="checkbox"/> |
| 1. Light Duty | <input type="checkbox"/> |
| 2. Heavy Duty | <input type="checkbox"/> |
| F. Smart Growth Projects/Pedestrian Project | <input checked="" type="checkbox"/> |

3. If TFCA grant is not approved (or not approved in its entirety), describe what would be the effects on existing or planned facility/services? This TFCA request is being submitted in parallel to a Transportation for Livable Communities (TLC) grant request of \$220,000. The TFCA funding will be combined with \$37,383 to provide non-federal funds for the project. Without the TLC funding and this non-federal funding, Phase 2 of this project cannot be built. Phase 1 is funded with Safe Routes to Transit and local funds.

4. Describe project schedule (including project milestones) and indicate estimated project completion date: Design is complete. Construction would be completed in summer 2008.

6. Please locate the project category in the following pages and include all listed information as specified on a separate sheet of paper. Applicants may be required to submit additional information for purposes of determining air emission reductions prior to final grant approval by the Bay Area Air Quality Management District (BAAQMD).

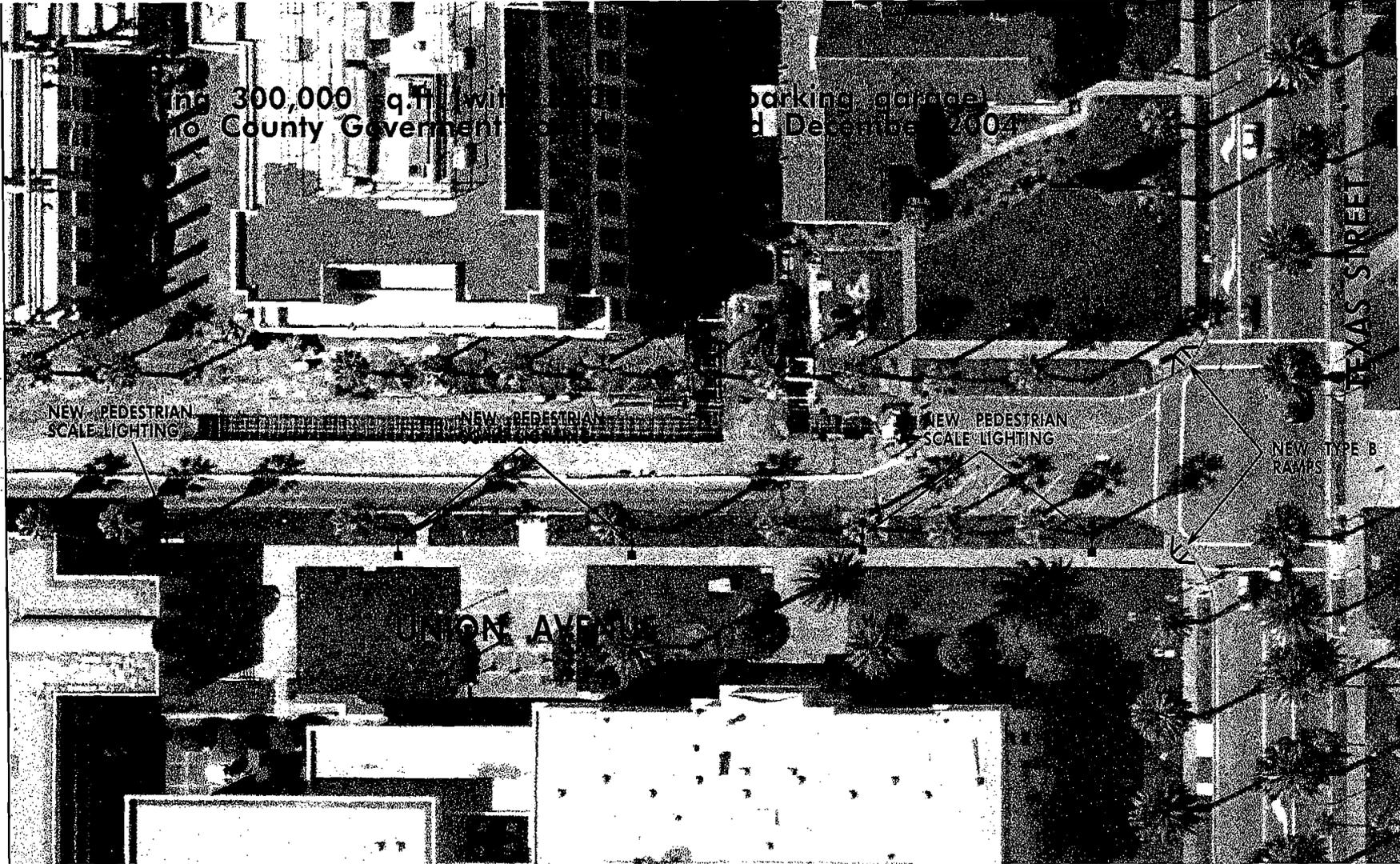
Smart Growth and Pedestrian Projects

- State whether or not project is included in the Solano Countywide Pedestrian Plan. **The project is included in the Solano Countywide Pedestrian Plan.**
- Identify other plans the project is listed under (i.e. redevelopment plan, traffic calming plan, bicycle plan, pedestrian plan, TLC plan, or general plan). **The project is in the TLC Plan.**
- Demonstrate what elements or components the project includes to qualify it as a 'Smart Growth' project. **The project will provide a safe path of travel from the Solano County Government facilities and downtown Fairfield to the Suisun City Train Station that also serves Intercity and Local Bus Service. The project will encourage employees of these facilities to change modes of travel from private vehicles to rail/bus services, thus reducing congestion and air emissions. The project will also serve local two local areas proposed as Project Development Areas (PDAs) with a future emphasis on Transit Oriented Development.**

- Indicate estimated number of pedestrian users that the project will serve at any given time (include assumptions) **Assuming 50% of the employees of the Government facilities use the pedestrian facilities daily, approximately 750 people will be served daily.**
- Indicate how pedestrian project will provide access to transit, schools, shopping, or employment **The project provides direct access to the Suisun City Train Station, including Intercity and Local Bus services, the Solano County Government facilities and downtowns of Fairfield and Suisun City.**
- Indicate estimated number of auto trips, number of days/year of the reduced auto trips apply and the approximate auto trip length removed as a result of this project. Clearly define your assumptions. **Conservatively assuming the project encourages 5% of the employees of the Solano Government facilities to switch to Rail or Bus transit, 75 auto trips would be reduced daily over 250 days per year for a total reduction of 18,750 trips annually.**

101

A



MATCH LINE

A

DATE	DESCRIPTION

APPROVED BY: William M. Duncan
 Assistant Director of Public Works

DATE: _____ P.E. NO. _____

SCALEs

HORIZONTAL 1" = 40'

VERTICAL N/A

DESIGNED Ken Harms

DRAWN Ken Harms

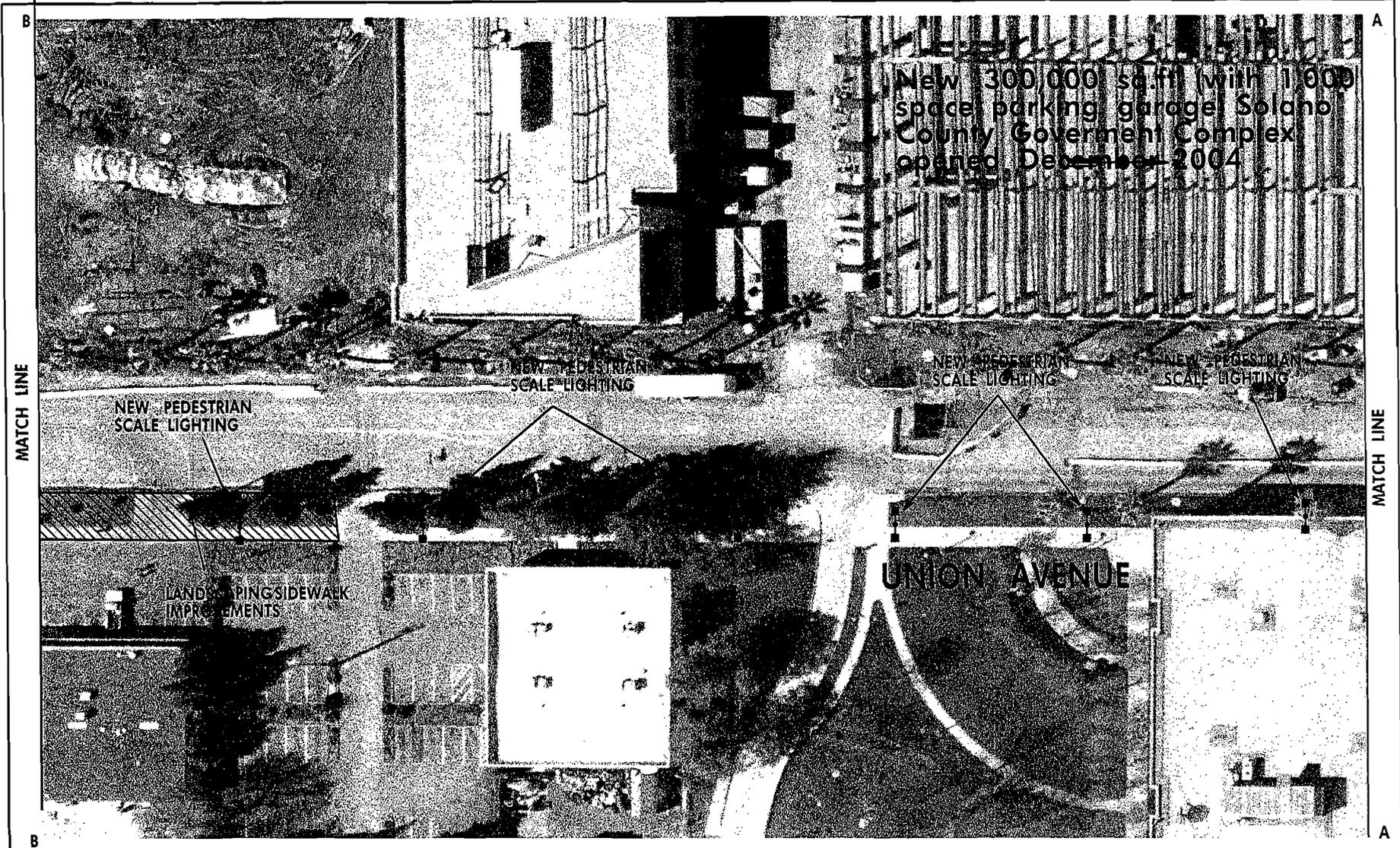
CHECKED Michael Duncan

DATE 7/16/2007

CITY OF FAIRFIELD
 TRANSPORTATION DIVISION
 1000 WEBSTER STREET, FAIRFIELD, CA, 94504 94533

UNION AVENUE/SUISUN TRAIN STATION
 PEDESTRIAN IMPROVEMENTS

SHEET 1
 OF 4
 FILE NO.



New 300,000 sq.ft. (with 1,000 spaces) parking garage, Solano County Government Complex opened December 2004

NEW PEDESTRIAN SCALE LIGHTING

NEW PEDESTRIAN SCALE LIGHTING

NEW PEDESTRIAN SCALE LIGHTING

NEW PEDESTRIAN SCALE LIGHTING

LANDSCAPING/SIDEWALK IMPROVEMENTS

UNION AVENUE

DATE BY	DESCRIPTION

APPROVED BY: William M. Duncan
 Assistant Director of Public Works

DATE: _____ P. E. NO. _____

SCALE

HORIZONTAL 1" = 40'

VERTICAL N/A

DESIGNED: Ken Harms

DRAWN: Ken Harms

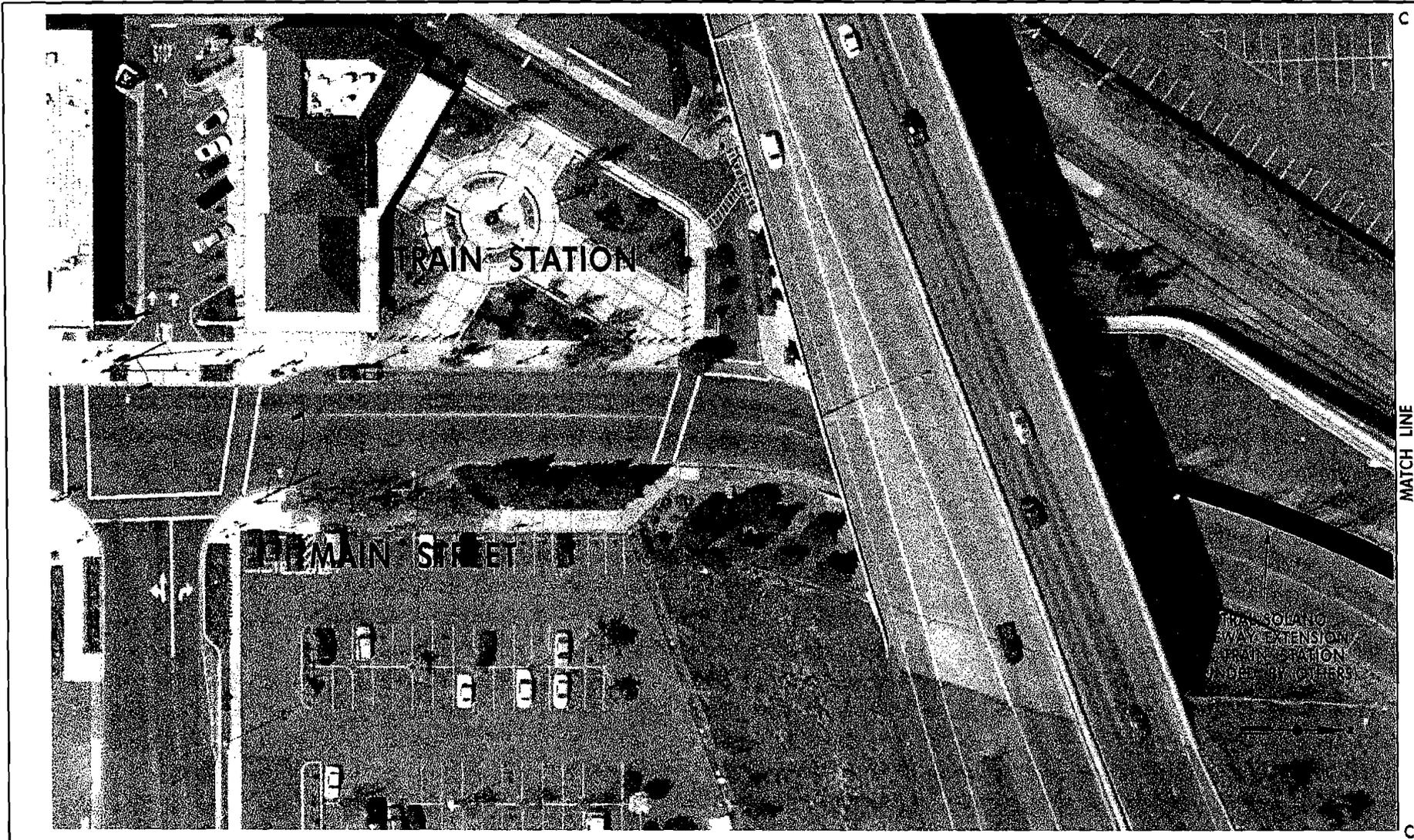
CHECKED: Michael Duncan

DATE: 7/16/2007

CITY OF FAIRFIELD
 TRANSPORTATION DIVISION
 1000 HEISTER STREET, FAIRFIELD, CA (94533)

UNION AVENUE/SUISUN TRAIN STATION
 PEDESTRIAN IMPROVEMENTS

SHEET 2 OF 4
 FILE NO.



NO.	DATE BY	DESCRIPTION

APPROVED BY: William H. Duncan
Assistant Director of Public Works
 DATE: _____ P.E. NO. _____

SCALE:
 HORIZONTAL: 1"=40'
 VERTICAL: NA

DESIGNED: Ken Harms
 DRAWN: Ken Harms
 CHECKED: Michael Duncan
 DATE: 7/16/2007

CITY OF FAIRFIELD
 TRANSPORTATION DIVISION
 1000 WEBSTER STREET, FAIRFIELD, CALIFORNIA 94533

UNION AVENUE/SUISUN TRAIN STATION
 PEDESTRIAN IMPROVEMENTS

SHEET
4 OF 4
 FILE NO.



DATE: August 17, 2007
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: 2008 State Transportation Improvement Program (STIP) Fund Estimate and Planning, Programming and Monitoring (PPM) Commitment

Background:

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

The California Transportation Commission (CTC) has not yet adopted a 2008 STIP fund estimate since the State Budget is not approved. It is expected to occur once the State Budget is adopted. However, Metropolitan Transportation Commission (MTCs) staff has completed a preliminary fund estimate based on the current provisions in the not yet approved state budget. This estimate provides a total of \$22.32 million for Solano County. The components of this estimate from MTC is; \$12.53 million in Highway Funds, \$8.96 million in Public Transportation Account (PTA) and \$0.84 million in Transportation Enhancement funds.

In 2006, the California State Legislature and the Governor enacted Assembly Bill (AB) 2538 (Wolk), which increases the allowable funding amount for Planning, Programming and Monitoring (PPM) activities from 1% of the State Transportation Improvement Program (STIP) county share to up to 5%. With the 2006 STIP Augmentation, the STA Board programmed the full 5% of that STIP for PPM activities.

Discussion:

Although the CTC has not yet adopted the 2008 STIP Fund Estimate, the amount estimated to be available for Solano County to program is generally known. This estimate from MTC staff is not expected to dramatically shift as there has not been a proposal in the state legislature to utilize the State Highway Account for general fund purposes. The discussion on the PTA and transit funds in general for other state needs has however, been an on-going discussion.

In December 2006, the STA Board approved the programming of the full 5% of the STIP for PPM activities. This action provided for STIP funding for PPM funds for FY 2007-08 through FY 2010-11 is as follows:

07/08= \$814,000
08/09= \$673,000
09/10= \$673,000
10/11= \$673,000
Total = \$2.833 M

The 2008 STIP provides for funding in the outer two-years of the STIP cycle, this is the 2011-12 and 2012-13 years. As a result, the PPM funding for these outer years has not yet been programmed to the full 5%. The PPM funds are programmed from the Highway Funds element of the overall STIP. The estimated PPM share from the 2008 STIP would be:

11/12 = \$771,000
12/13 = \$771,000
Total = \$1.542 M

The PPM provides the STA Board with resources to progress the transportation needs of the county as well as having the flexibility to respond to changing needs. This flexibility was provided to the Board as recent as the spring of 2007 by the ability to do the State Route 12 Project Study Report and Major Investment Study update. Programming of the remaining 2008 STIP is expected to occur in September/October 2007.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to program 5% of the 2008 STIP Highway Funds to PPM activities for FY 2011-12 and FY 2012-13.

Attachment:

- A. Draft STIP PPM Workplan (To be provided under separate cover.)



DATE: August 17, 2007
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: 2008 State Transportation Improvement Program (STIP) Swap

Background:

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

The California Transportation Commission (CTC) has not yet adopted a 2008 STIP fund estimate since the State Budget is not approved. It is expected to occur once the State Budget is adopted. However, Metropolitan Transportation Commission (MTCs) staff has completed a preliminary fund estimate based on the current provisions in the not yet approved state budget. This estimate provides a total of \$22.32 million for Solano County. The components of this estimate from MTC is; \$12.53 million in Highway Funds, \$8.96 million in Public Transportation Account (PTA) and \$0.84 million in Transportation Enhancement funds.

In June 2001, the STA Board approved a \$320,000 STIP swap with Surface Transportation Program (STP) to support STA's planning and project delivery activities (essential to operations). This swap was used for, updating the Congestion Management Program (CMP) and Capital Improvement Program (CIP).

In September 2004, the STA Board approved a \$2 million swap of Congestion Management and Air Quality Improvement Program (CMAQ) funds for STP funds. This swap was used for updating projects for the Transportation 2030, providing input into the Regional Operational Strategies, development of performance measures, update the travel model for smart growth and transit orientated development, and assist in project delivery (Jepson Parkway).

Discussion:

Although the CTC has not yet adopted the 2008 STIP Fund Estimate, the amount estimated to be available for Solano County to program is generally known. This estimate from MTC staff is not expected to dramatically shift as there has not been a proposal in the state legislature to utilize the State Highway Account for general fund purposes. The discussion on the PTA and transit funds in general for other state needs has however, been an on-going discussion.

The STIP swap provides the STA Strategic Planning and Project Delivery departments resources to shape the county's transportation vision and needs. The resources provided from the 2004 swap will end after the 2007-08 fiscal year. It is proposed to again swap funds. This recommendation is to swap \$1.9 million in 2008 STIP funds for STP funds. These funds would be for work completed over the next three years. This draft work plan is shown on Attachment A. This associated proposed workplan also provides the estimated costs of each deliverable. This is proposed to be a three-year workplan. Follow-up actions for this request would be to have MTC approve this request and for STA to prioritize the work plan with the Board and the TAC. This action would result in a fully funded forty (40) item STA Overall Work Plan.

The STIP swap provides the STA Board with resources to progress the transportation needs of the county as well as having the flexibility to respond to changing needs. This flexibility was provided to the Board as recent as the Spring of 2007 by the ability to do the State Route 12 Project Study Report/Median Barrier Study update. Programming of the remaining 2008 STIP is expected to occur in October 2007.

Recommendation:

Forward recommendation to the STA Board authorizing the Executive Director to swap \$1.9 million of the 2008 STIP Highway Funds for STA planning purposes as shown in the Attachment A proposed workplan.

Attachment:

- A. Draft STIP Swap Workplan

STIP Swap Work Plan

Project Name	Description	Estimated Cost
State Route 12 MIS/ Corridor Study	Work with MTC, Caltrans, SJCOG and SACOG to update and coordinate the 2001 STA SR 12 MIS, the 2006 SR 12 MIS Implementation Plan and the Caltrans D10 2006 Comprehensive Transportation Corridor Study; use the Napa-Solano Travel Demand Model (<i>Phase 2</i>) to project future traffic volumes, the location and timing of needed improvements, coordination of improvements amongst the involved jurisdictions, and options for funding improvements. Develop implementation plan. FY 07-08, 08-09, 09-10. Supports STA Overall Work Plan item 6.	\$350,000
State Route 29 MIS/ Corridor Study	Prepare MIS for SR 29 corridor from SR 37 in Vallejo to Napa County line. Coordinate roadway, traffic timing signalization and transit projects with Napa County's South County SR 29 Corridor Study. FY 08-09. STA Overall Work Plan item 21.	\$300,000
Napa/Solano Travel Demand Model 2035 Projections and Freeway & Highway Traffic Counts	Upon completion of current Napa-Solano Travel Demand Model with 2030 projections, conduct land use and network analysis and create 2035 projections. Establish locations and schedule for STA to conduct traffic counts of freeway and highway traffic; conduct initial counts. FY 08-09. STA Overall Work Plan item 24.	\$175,000
I-80/I-680/I-780 Corridor Study Update	Revise the 2004 MIS to include updated modeling information and revised prioritized projects and account for observed impacts of the opening of completed projects including initial HOV lane segment, the new Carquinez (Al Zampa) and Benicia/Martinez bridges. Augment work done as part of the \$250,000 SP&R operations grant. FY 08-09, 09-10.	\$300,000
Solano HOV Lane Extension Study – Fairfield to Vacaville	Conduct new HOV counts along I-80/I-680/780 Corridor; prepare report on future segments of HOV Lane system in Solano County, based on Napa-Solano Travel Demand model and local traffic counts. Determine need and timing. FY 08-09, 09-10, 10-11. Supports STA Overall Work Plan item 3.	\$500,000
Environmental Mitigation Programs and Solano Habitat Conservation Plan	Participate in the preparation of large-scale plans to avoid or mitigate impacts to endangered species and their habitat. Projects include: estimating potential future impacts (nature and	\$75,000

Participation	extent) of STA transportation projects; review proposed mitigation banks for usefulness to STA projects or possible restrictions on STA projects; participate as an observer in preparation of the Solano County Habitat Conservation Plan. FY 08-09, 09-10, 10-11. Not in STA Overall Work Plan.	
Project Funding Options Study	Conduct study on funding options for current and future transportation projects in Solano County such as SR 12 and SR 113. Not in STA's Overall Work Plan. FY 08-09.	\$75,000
Solano Pedestrian Plan Update	Update 2004 Solano Countywide Pedestrian Plan; identify projects that have been constructed, new project needs. Coordinate Pedestrian Plan projects with regional trail plans (Bay Trail, Bay Ridge Trail, Delta trails). Develop Implementation Plan. FY 08-09. STA Overall Work Plan item 28.	\$25,000
Solano Bicycle Plan Update	Update 2004 Solano Countywide Bicycle Plan; update the BikeLinks Map (Yolo, Solano and southern Napa counties); identify projects that have been constructed, new project needs. Coordinate Bicycle Plan projects with regional trail plans (Bay Trail, Bay Ridge Trail, Delta trails). FY 08-09. STA Overall Work Plan item 27.	\$25,000
Transportation for Livable Communities Plan Update	Update 2004 Transportation for Livable Communities Plan; include information from 2007 MTC Parking Study; include Jepson Parkway, North Connector and Rio Vista SR 12 plans and update other candidate projects; create Alternative Fuels and Funding strategies. FY 08-09, 09-10. STA Overall Work Plan item 26.	\$25,000
Safety Plan Update, including new Disaster Mitigation and Response element	Update the 2005 Travel Safety Plan. Include new accident data and mapping. Include new Disaster Mitigation and Response element. FY 08-09.	\$50,000



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

Background:

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

Until FY 2006-07, Solano County had typically received between \$400,000 - \$500,000 per fiscal year in Northern County STAF. STAF has been used for a wide range of activities, including providing matching funds for the purchase of buses, funding several countywide and local transit studies, funding transit marketing activities, covering new bus purchase shortfalls when the need arises, funding intercity transit operations on a short-term or transitional basis, and supporting STA transportation planning and transit efforts.

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

Discussion:

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

Three new requests for funding are being presented at this time. To continue into Phase II of the countywide Transit Consolidation Study, additional funding from STAF is proposed. Given the issues raised during Phase I by transit and other local jurisdictions' staff, an extensive analysis is expected to be needed on governance, financial,

operational, and other issues; this is more fully outlined in the separate Transit Consolidation TAC/Consortium report. Therefore, over \$100,000 is expected to be needed for Phase II. Funds will be requested from MTC in addition to the \$60,000 of Solano STAF recommended to be locally programmed.

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

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

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

Fiscal Impact:

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

Recommendation:

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

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

Attachments:

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

Approved¹

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

NORTHERN COUNTIES STAF

<u>Revenue Estimates²</u>	<u>FY 2007-08</u>
Projected FY 2006-07 Carryover	\$2,098,608
Adjusted FY2006-07 Carryover ³	\$1,818,608
FY 2007-08 STAF Estimate	\$ 393,234
Prop 42 Increment	\$ 357,153
Total:	\$2,568,995

FY2007-08 Projects/Programs Preliminarily Approved

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

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

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

Draft Projects/Programs

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

Balance **\$ 428,223**

¹ STA Board Approved 07/11/07

² Based upon MTC Reso 3793 (Feb 2007)

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

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

⁵ Unclaimed balance of FY2006-07 approval

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

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

NORTHERN COUNTIES STAF

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

FY2007-08 Projects/Programs Preliminarily Approved

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

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

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

Projects/Programs

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

Balance **\$ 524,170**

¹ STA Board Approved 07/11/07

² Based upon MTC Reso 3793 (July 2007)

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

⁴ Unclaimed balance of FY2006-07 approval

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



CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS
Transportation Division

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

August 23, 2007

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

SUBJECT: Funding Request – Consolidation Implementation Study

Dear Mr. Halls:

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

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

Your favorable consideration of this request is greatly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Crystal Odum Ford".

Crystal Odum Ford
Transportation Superintendent

COF:spb

Cc: Gary A. Leach
Edwin Gato



ATTACHMENT D

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

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

August 16, 2007

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

RECEIVED

AUG 20 2007

SOLANO TRANSPORTATION
AUTHORITY

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

Dear Elizabeth,

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

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

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

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

Jeff Matheson,
Recreation & Community Services Director

City of Dixon

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



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

Background:

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

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

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

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

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

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

Discussion:

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

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

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

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

Fiscal Impact:

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

Recommendation:

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

Attachments:

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

SOLANO TRANSPORTATION AUTHORITY
TRANSIT CONSOLIDATION STUDY

STA Board Goals and Criteria

Scope of Consolidation Study:

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

Potential Goals of Consolidation:

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

Potential Criteria for Evaluating Consolidation Options:

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

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Draft Scope of Work
Solano Transit Consolidation Study
Phase 2 Scope of Services

Task 1: Evaluation of Current Operations

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

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

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

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

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

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

Task 2: Evaluation of Proposal Consolidation Options.

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

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

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

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

Task 3: Guidance and Implementation Documentation

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

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



DATE: August 13, 1007
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Final 2007 Solano Congestion Management Program
(CMP)

Background:

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

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

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

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

Discussion:

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

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

Recommendation:

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

Attachments:

- A. MTC Comment Letter dated July 30, 2007
- B. Final 2007 Solano CMP



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July 30, 2007

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Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

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

RE: COMMENTS ON THE DRAFT 2007 SOLANO CONGESTION MANAGEMENT PROGRAM

Dear Mr. Halls:

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

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

1. Goals and objectives established in the RTP
The Draft 2007 CMP is generally consistent with the 2005 RTP goals of Safety, Reliability, Access, Livable Communities, and Clean Air. However, the Draft CMP should be refined to address more fully the Efficient Freight Movement goal.
2. Consistency of the system definition with adjoining counties
The Draft 2007 CMP maintains regional continuity of facilities that cross county borders.

The Draft 2007 CMP includes an acceptable reference to infill opportunity zones. In addition, the Draft 2007 CMP makes reference to current work to identify potential candidates for infill opportunity zones or Priority Development Areas per the multi-regional agency Focusing Our Vision (FOCUS) effort.
3. Consistency with Federal and State air quality plans
The Draft 2007 CMP contains a list that correlates the Federal/State TCMs with programs and projects in the CMP
4. Consistency with MTC's travel demand model
As required, STA staff should forward the CMP travel demand model, database and assumptions to Chuck Purvis of MTC to review the CMP model for consistency with the MTC travel demand model. MTC comments on the CMP model will be sent separately from this letter.

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Bay Area Toll Authority

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Deputy Executive Director, Policy

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

Review Process

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

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

Sincerely,

Raymond Kan
Transportation Planner/Analyst

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

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

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

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

Thank you.

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DATE: August 17, 2007
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Draft North Connector Transportation for Livable Communities (TLC)
Corridor Concept Plan

Background:

The STA began the North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan in January 2007. The corridor concept plan is related to the I-80/I-680/State Route (SR) 12 Interchange's North Connector Project. The TLC Corridor Concept Plan's scope encompasses the planned North Connector roadway segments between Abernathy Road and SR 12/Jameson Canyon as well as adjacent streets in the Fairfield and County jurisdictions. The primary purpose of this plan is to develop design improvements with TLC concepts, which include alternative modes connections, such as bicycle and pedestrian, to residential, employment, civic 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 met three (3) times with a working group consisting of staff from Solano County and City of Fairfield planning and public works departments. Staff also provided a presentation of the corridor's opportunities and constraints to a joint meeting with the Solano Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) on March 8, 2007. On May 10, 2007, the staff working group and ARUP hosted a Public Workshop at Nelda Mundy Elementary School. The public workshop attendance was relatively small which allowed staff and consultants to give participants more detailed information regarding the project's parameters.

Discussion:

Since the public workshop in May, a draft North Connector TLC Corridor Concept Plan was developed and reviewed by the working group, Solano BAC and PAC. The Draft Concept Plan is available under separate cover. The Draft Concept Plan includes:

- a detailed background on the plan,
- existing conditions,
- TLC improvements/components,
- corridor design themes,
- conceptual bicycle, pedestrian, and transit improvements,
- preliminary cost estimates for concept projects

Comments received to date include minor edits such as clarification on existing transit services and street names/intersection descriptions. There are also follow up comments

that need to be evaluated further as they relate to the overall North Connector Project. Specifically, STA staff and ARUP will further evaluate Project # E: Central Section Bicycle Lane Network.

The City of Fairfield identified an inconsistency between what was proposed in the TLC Corridor Plan with what will be constructed as part of the North Connector Road Project on two potential bike lane alignments. The final draft TLC Corridor Plan will clarify the concept route alignment and will be revised if necessary in this project area. However, it should be noted that all of the projects proposed in the TLC Corridor Plan are concepts and will need further evaluation as funding becomes available for each specific project. Actual alignments and project components will need to be decided upon by the lead project sponsor before design and construction is initiated. The TLC Corridor Plan is a planning document identifying the desires of the community given potential future opportunities and constraints. The plan will be an advocacy tool for Fairfield Solano County and STA for future TLC and bicycle/pedestrian funds.

STA staff is seeking a recommendation by the STA TAC to release the draft TLC Corridor Concept Plan for public comment at this time. All comments received will be considered in the development of the final North Connector TLC Corridor Concept Plan. Pending Board approval to release the draft for public comment, the deadline for comments will be Friday, October 12, 2007. At that point, STA staff and ARUP will work to develop a final document for TAC and Board approval consideration at their November and December meetings respectively.

Fiscal Impact:

This project is fully funded through the STA's Transportation Planning Land Use Solutions (T-PLUS) funds for a total of \$40,000.

Recommendation:

Forward a recommendation to the STA Board to release the draft North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan for public comment with a deadline for comment submittals by Friday, October 12, 2007.

Attachment:

- A. Draft North Connector TLC Corridor Concept Plan (To be provided under separate cover.)



DATE: August 20, 2007
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: 10-Year Funding Outlook for Highway and Transit Facilities

Background:

The State Transportation Improvement Program (STIP) is expected to bring in \$22.320 million to \$25.838 million every two years for Solano County over the four cycles. The components of the STIP are Highway Funds, Public Transportation Account (PTA) and Transportation Enhancement (TE) funds.

In January 2007 the STA Board was presented a two tier funding priority list for future STIP funds. These priorities were the bases of programming the 2006 STIP Augmentation in February 2007. This two-tier priority list is shown in Attachment A.

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

Discussion:

Development of a ten-year funding plan for both highway element projects and transit projects will guide future programming actions of the Board and help project sponsors understand potential funding availability from these two primary fund sources.

MTC staff has completed ten-year STIP fund estimate. This fund estimate has not been adopted by the California Transportation Commission (CTC), but is rather an anticipated level of funding if no unexpected state budget crises occur. The fund estimates assumes a 5% growth with each STIP cycle. The estimates are:

2008 STIP (Fiscal Year (FY) 2011-12 and 2012-13)
\$12.528 M Highway Funds
\$8.957 M PTA Funds
\$0.836 M TE

2010 STIP (FY 2013-14 and 2014-15)

\$13.154 M Highway Funds

\$9.405 M PTA Funds

\$0.877 M TE

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

\$13.812 M Highway Funds

\$9.875 M PTA Funds

\$0.921 M TE

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

\$14.502 M Highway Funds

\$10.369 M PTA Funds

\$0.967 M TE

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

MTC Resolution 3814 may bring to Solano County as much as \$1 million per year over the next ten years from the \$35 million for Small Operators/North Counties - Capital Improvements. Specifics regarding the distribution of these funds are expected to be worked out by MTC this fall.

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

STA staff will use these estimates as a basis for developing a ten-year highway and transit capital plan for the County. The plan will consider projects that can be fully funded and constructed over the next ten years with an initial goal of construction within five (5) years. The STA staff will be meeting over the next several weeks with project sponsors in preparation of this plans development.

Fiscal Impact:

There is no fiscal impact as this is an informational item only.

Recommendation:

Informational.

Attachments:

- A. January 2007 STIP Funding Priorities
- B. MTC's Proposition 1B Regional Transit Funding – Resolution 3814

STIP Funding Priorities (January 2007) ATTACHMENT A

Tier One (Near Term Projects):

Jepson Parkway

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

North Connector – West Section

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

EB I-80 Aux. Lane: Travis to Air Base Pkwy

Potential Tier One Projects (Waiting List):

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

Tier Two (Long Term Projects):

I-80 High Occupancy Vehicle (HOV) Lane Opportunity Project

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

SR 12 Jameson Canyon Project – Phase 2

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

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

Dixon Multi-Modal Transportation Center

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

Potential Tier Two Projects (Waiting List):

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



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Memorandum

TO: Commission

DATE: June 20, 2007

FR: Executive Director

RE: Proposition 1B Regional Transit Funding – Resolution 3814

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

Summary

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

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

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

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

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

Proposal Options

The chart below outlines the staff proposal and three additional options for funding the BART projects. Additional funding detail on each option is included in the Powerpoint presentation.

Proposed Investment Category	May 9th Staff			
	Proposal	Option #1	Option #2	Option #3
Lifeline Funding for Transit Operators	153	134	139	143
Urban Core Transit Improvements	169	209	209	203
Small Operators - Operating Enhancements	41	41	41	41
Small Operators - Capital Improvements	35	35	30	32
Zero Emission Buses	10	0	0	0
Program Reserves	11	0	0	0
Total	419	419	419	419

Option 1

Accept BART’s \$40 million match offer. To make room for the additional \$40 million, funding for the Program Reserve (\$11 million) and the Zero Emission Bus (ZEB) program (\$10 million) is eliminated. The remaining \$19 million is deducted from the Lifeline program.

Option 2

Accept BART’s \$40 million match offer. To make room for the additional \$40 million, funding for the Program Reserve (\$11 million) and ZEB program (\$10 million) is eliminated. The remaining \$19 million is deducted proportionally from the Lifeline program and the Small Operator Capital program.

Option 3

Accept BART’s match offer at a proportionally reduced amount of \$34 million (\$6 million less than the request). To make room for the additional \$34 million, funding for the Program Reserve (\$11 million) and the ZEB program (\$10 million) is eliminated. The remaining \$13 million is deducted proportionally from the Lifeline program and the Small Operator Capital program.

The options assume a static funding level of \$419 million. Should the final enacted FY 2007-08 State Budget include Spillover revenues, these and future Spillover revenues could backfill any reductions made to the Lifeline, Small Operator or Urban Core programs.

Under all options, staff recommends that Attachments A and B to Resolution 3814 be amended as follows:

1. Increase by \$11 million operating funding to the Lifeline program as a result of shifting prior reserve funds (Attachment A);
2. Elimination of the match requirement for Small Operator Capital funds (Attachment B, #10);
3. Increasing the commitment by \$10 million, for a total of \$20 million, in federal formula program funds for the ZEB program to replace the Proposition 1B funds (Attachment B, #11); and
4. Any programmatic reductions in the approved option will be restored through FY 2007-08 and future Spillover revenues. (Attachment B, new general term)

Resolution 3814 – Proposition 1B Regional Transit Funding
June 27, 2007
Page 3 of 3

Staff recommends that the above four modifications be included with the option selected by the Commission. Once the Commission adopts an option, the attached resolution will be updated to reflect the Commission action.

Steve Heminger

Attachment
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Date: June 27, 2007
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 3814

This resolution adopts the programming framework for the Proposition 1B Regional Transit Funding Program for the San Francisco Bay Area.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated May 9, 2007.

Attachment A	Proposition 1B Investment Categories
Attachment A-1	Estimated Uncommitted STA Base and Proposition 42 Investment Categories
Attachment B	Terms and Conditions

Date: June 27, 2007
W.I.: 1515
Referred by: PAC

RE: Programming Framework for the Proposition 1B Regional Transit Funding Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3814

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, Senate Bill 1266 (Statutes 2006, Chapter 25) establishes the Public Transportation Modernization, Improvement, and Service Enhancement Account as part of the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Government Code 8879.20 *et seq.*) ; and

WHEREAS, MTC is the recipient of the population-based funding in the Public Transportation Modernization, Improvement, and Service Enhancement Account and State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC is the recipient of the population-based State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99312; and

WHEREAS, MTC has developed, in cooperation with partner agencies and public input, a Programming Framework for the Proposition 1B Regional Transit Funding Program, including additional STA base and Proposition 42 funding estimated to be available between FY 2008-09 and FY 2017-18 after meeting existing commitments; and

WHEREAS, staff has prepared program priorities for the Proposition 1B funding established in Attachment A and subject to conditions in Attachment B, said attachments attached hereto and incorporated herein as though set forth at length; and

WHEREAS, staff has prepared program priorities for the additional STA Base and Proposition 42 funds, after considering existing commitments between FY 2008-09 and FY 2017-18, established in Attachment A-1, attached hereto and incorporated herein as though set forth at length, and subject to conditions in Attachment B; and

WHEREAS, a public comment and input period was held between March 7, 2007 and May 1, 2007 on the Programming Framework for the Proposition 1B Regional Transit Funding Program; and

WHEREAS, MTC's Programming and Allocations Committee has considered public comments and input and recommends adoption of the Programming Framework for the Proposition 1B Regional Transit Funding Program; now, therefore, be it

RESOLVED, that MTC adopts the Programming Framework for the Proposition 1B Regional Transit Funding Program, attached hereto as Attachment A and A-1 and finds it consistent with the RTP or proposed changes to the RTP; and, be it further

RESOLVED, that staff is directed to identify and adopt annual priorities for the Proposition 1B funding based on annual appropriation levels set by the Legislature, project cash flow needs, and funding limits and conditions established in Attachments A and B; and

RESOLVED, that staff is directed to identify a specific allocation method for State Transit Assistance (STA) Population Base and Proposition 42 funds, identified in Attachment A-1, no later than December 2007, before the development of the FY 2008-09 Fund Estimate; and

RESOLVED, that staff prepare amendments to the existing STA Population-Based Policy (MTC Resolution 2310) to incorporate the funding allocation established to allow annual estimates for programs in Attachment A-1 for further Commission review and approval; and

RESOLVED, that MTC's adoption of the Programming Framework for the Proposition 1B Regional Transit Funding Program is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the California Transportation Commission, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 27, 2007.

Date: June 27, 2007
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 3814
Page 1 of 1

Proposition 1B Commitments

Investment Category	Source	Amount (in millions)
Lifeline		
Lifeline Funding for Transit Operators	Prop 1B	133
Subtotal - Lifeline Program		133
Urban Core Transit Improvements		
BART to SFO/Warm Springs	Prop 1B	24
San Francisco Muni Central Subway	Prop 1B	100
Santa Clara VTA Line 522/523 Bus Rapid Transit	Prop 1B	45
Subtotal - Urban Core Transit Improvements		169
Small Operators/North Counties		
Small Operators - Capital Improvements	Prop 1B	35
Subtotal - Small Operators		35
Zero Emission Bus Program		
ZEB AC Transit	Prop 1B	6
ZEB Santa Clara VTA	Prop 1B	4
Subtotal - Zero Emission Buses		10
Total		\$347

Note: Based on Bay Area population share of Proposition 1B Transit, using 19% of \$1.5 billion statewide population total.

Date: June 27, 2007
 W.I.: 1515
 Referred by: PAC

Attachment A-1
 Resolution No. 3814
 Page 1 of 1

STA Base and Proposition 42 Estimates
(Based on 10-year revenue forecast: FY 2008-09 to FY 2017-2018)

Investment Category	Source	Estimated Amount (in millions)
Lifeline		
Lifeline Funding for Transit Operators	STA Base	20
Subtotal - Lifeline Program		20
Small Operators/North Counties		
Small Operators - Operating Enhancements	STA Prop 42	41
Subtotal - Small Operators		41
Program Reserve		
Program Reserves	STA Base	6
Program Reserves	STA Prop 42	5
Subtotal - Program Reserves		11
Total		\$72

Note: Based on estimated funding using revenues included in September 2006 Short Range Transit Plans and after considering existing program commitments.

Date: June 27, 2007
W.I.: 1515
Referred by: PAC

Attachment B
Resolution No. 3814
Page 1 of 1

Terms and Conditions

General Terms

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

Lifeline

2. The Lifeline program will be administered through the existing county-level process managed by the congestion management agencies (and co-administered in Santa Clara County by VTA and the County Social Services Agency). Project selection will be determined county by county based on priorities developed through the local Community Based Transportation Plan or an equivalent as identified in the Lifeline Transportation Program guidelines. Additional projects identified by transit operators that benefit low-income residents may also be eligible if approved through the countywide project evaluation process.
3. Funding amounts in the Lifeline program will be assigned to each county, based on that county's share of poverty population reported in the 2000 Census. The county distribution percentages may be revisited when 2010 Census information is available.

Urban Core

4. The BART to SFO/WSX funds are subject to MTC Resolutions 3795, 3147, and 3767 that govern the BART-SFO Settlement Agreement.
5. Other projects in the Urban Core Transit Improvements category shall match the Proposition 1B contribution with a 1:1 match using the Proposition 1B Transit Revenue-based funds.
6. Other projects in the Urban Core Transit Improvements category shall demonstrate a full funding plan.
7. Proposition 1B funding for the Santa Clara VTA Line 522/523 Bus Rapid Transit and the San Francisco Muni Central Subway is contingent upon settlement of outstanding Caltrain Right-of-Way issues between Santa Clara VTA, SFMTA, and Samtrans.

Small Operators/Northern Counties

8. Eligible agencies for the Small Operator/Northern Counties funding category are: Central Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, Livermore Amador Valley Transit Authority, Union City Transit, Western Contra Costa Transit Authority and all STA-eligible transit operators in Marin, Napa, Solano and Sonoma counties.
9. Allocations to Solano county operators in the Small Operator/Northern Counties category shall follow concurrences by the Solano Transportation Authority to aid in transit service coordination and potential agency consolidation efforts.

10. Operators in the Small Operator/Northern Counties category shall match the Proposition 1B contribution with a 2:1 match (for every \$2 in Population-based funds, provide \$1 match of local/other funds). The Proposition 1B funds can be used as the local match for FTA projects.

Zero Emission Bus (ZEB) Program

11. Up to \$10 million in regional Surface Transportation Program and/or Federal Transit Administration formula funds will be directed to the ZEB program to fulfill program commitments.



DATE: August 20, 2007
TO: STA TAC
FROM: Sam Shelton, Assistant Project Manager
RE: Obligating and Advancing Fiscal Year (FY) 2008-09 Projects

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).

A major source of federal aid funding comes from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This bill authorizes funds for federal funding programs such as Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and the Transportation Enhancements Program (TE). Through MTC, the STA uses these fund sources for the following countywide transportation funding programs:

- Local Streets and Roads Rehabilitation Program (about \$2-3M every two years)
- Solano Bicycle and Pedestrian Program (SBPP) (about \$3-4M every three years)
- Solano Transportation for Livable Communities (TLC) Program (about \$3M every two years)
- Solano Alternative Fuels Grant Program (\$200,000 for its first cycle)
- Solano Safe Routes to School Program (\$150,000 for its first cycle)

Local project sponsors who receive a recommendation from the STA to use these federal funds must follow additional MTC and Caltrans Local Assistance project delivery procedures to program and obligate their funds (e.g., Transportation Improvement Program (TIP) amendments, Resolutions of Local Support, E-76 Project Obligation Requests, etc).

Discussion:

With the last year of SAFETEA-LU approaching (FY 2008-09), MTC is recommending that projects with funds programmed in FY 2008-09 attempt to obligate their projects in FY 2007-08 (see attachment A). Potentially, \$60 million in STP/CMAQ funding will be rescinded from the Bay Area on September 30, 2009. Projects that have STP/CMAQ FY 2008-09 funds that do not receive an obligation by May 30, 2009 will not have that funding carried over to the next fiscal year, meaning that the Bay Area region will lose funds through the rescission. In the past, these unobligated apportionments of funds were allowed to be carried over into the next federal transportation bill reauthorization (nearly \$100 million in STP/CMAQ).

MTC allots programming capacity of federal funds to congestion management agencies for their local countywide programs per fiscal year. These funds can be programmed within the SAFETEA-LU timeframe (as late as FY 2008-09). The following funding programs have additional programming capacity in FY 2007-08:

STA Funding Program	Federal Funds Programmed in FY 07-08	Federal Fund Capacity Remaining in FY 07-08
Local Streets and Roads	\$102,000	\$672,000 (Vallejo – Lemon St Rehab)
Solano Bike/Ped	\$537,640	\$625,000 (MTC Regional Bike/Ped)
Solano TLC*	\$0	\$650,160 (CMAQ/ECMAQ)
Alternative Fuels*	\$0	\$100,000 (ECMAQ)

*STA Staff is recommending projects for these two programs in September. FY 2007-08 capacity is available for these new projects. STA TLC projects approved Dec. 2006 have yet to submit TIP amendments for federal funding.

**\$60,200 in FY 07/08 is reserved for the Safe Routes to School Program; however, a call for projects has not been announced.

The STA can advance projects programmed in FY 2008-09 with the funding capacity remaining in FY 2007-08. This is not a call for projects with additional funds.

Federally Funded projects* with funds from STA Funding Programs in FY 2007-08 and FY 2008-09 to be amended into the TIP				
Agency	Project	STA Funding Program	2007-09 Total Federal Funds	Planned E-76 Request Date
Benicia	State Park Road Overcrossing	Bike/Ped	\$671,000	Required by March 2009
Benicia	State Park Road Overcrossing	TLC Capital	\$1,000,000	Required by March 2009
Fairfield	McGary Road Regional Bike Path	Bike/Ped	\$640,000	Required by March 2009
Fairfield	West Texas Street Gateway Project	Bike/Ped	\$85,000	February 2008
Solano County	Old Town Cordelia Improvement Project	TLC Capital	\$500,000	Required by March 2009
Solano County	Vacaville-Dixon Bikeway Phase II	Bike/Ped	\$343,000	January 2008
Solano County	Vacaville-Dixon Bikeway Phase III	Bike/Ped	\$337,000	Required by March 2009
Vacaville	Nob Hill Bike Path	Bike/Ped	\$300,000	March 2008
Vacaville	Ulatis Creek Bike Path (Allison to I-80)	Bike/Ped	\$169,000	Required by March 2009
Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	Bike/Ped	\$37,098	March 2007

If project sponsors have projects programmed in FY 2008-09 that they can obligate in FY 2007-08, please contact Sam Shelton by September 25, 2007.

Recommendation:

Informational.

Attachment:

- A. MTC's SAFETEA STP/CMAQ Delivery Update staff report, 7-16-2007



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
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TDD/TTY: 510.464.7769
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Memorandum

TO: Programming and Delivery Working Group

DATE: July 16, 2007

FR: Ross McKeown

W. I. 1515

RE: **SAFETEA STP/CMAQ Delivery Update**

Background

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA) expires in approximately two years on September 30, 2009. This may seem a long way off, but in reality, we need to work now to ensure Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement (CMAQ) funds will not be lost to the region. A few key issues make it more critical that all STP/CMAQ funding programmed under SAFETEA be obligated by the end of SAFETEA, or earlier. The Congestion Management Agencies (CMAs), Transit Operators, and project sponsors need to be aware of these issues, to avoid loss of funding. These issues are: 1) Regional Delivery Policy Deadlines; 2) TIP uncertainty; and 3) SAFETEA Rescission.

Regional Funding Delivery Deadlines

The Regional Project Delivery Policy (MTC Resolution 3606) requires that committed funds be obligated by established deadlines. Policy dictates that funding be programmed in the federal Transportation Improvement Program (TIP) in the year of apportionment and that these funds be obligated by May 31 of the apportionment (programmed) year. Although apportionments are available for 4 years under federal regulations, they are only available for three years under state statute (AB 1012). Furthermore, the Obligation Authority (OA) that is provided for the apportionment is only valid for the fiscal year in which the OA is made available. These federal, state and regional deadlines make it imperative that projects be delivered as programmed in the TIP.

Specifically, the regional project delivery policy requires that STP/CMAQ funds programmed in FY 2008-09 must be obligated by May 31, 2009 (with the obligation request due to Caltrans by March 1, 2009). Since FY 2008-09 is the last year of SAFETEA, no exceptions will be allowed, and any funds not obligated by the May 31, 2009 deadline will likely be lost.

Potential TIP Lapse

Under SAFETEA, a region must have a SAFETEA-compliant TIP and Plan by July 1, 2007. MTC will meet this deadline for the TIP, but the Plan will not be deemed SAFETEA-compliant until March 2009, when the new Plan update is approved. Although amendments may be made to the TIP since it is considered SAFETEA-compliant, the Federal Highway Administration (FHWA) has indicated it cannot approve a new TIP unless and until the RTP is considered SAFETEA-compliant. Unfortunately the current 2007 TIP expires on October 1, 2008, with the next Plan update not scheduled to be approved until March 2009. Therefore, it is possible the TIP will be in a lapse between October 2008 and March 2009. During this time, amendments to the TIP will not be approved. It is unclear whether FHWA will approve obligations during this time. Project sponsors may want to consider advancing a project from FY 2008-09 into FY 2007-08 if they need an obligation of funds during the lapse, assuming of course that post-obligation deadlines can still be met. MTC has prepared a 'Gap Analysis' for its RTP, and will be meeting with FHWA to determine whether that is sufficient to consider the current RTP as meeting

SAFETEA STP/CMAQ Delivery Update July 13, 2007

SAFETEA requirements. Until that meeting in late July it remains uncertain whether FHWA will approve a new TIP in October 2008.

SAFETEA Rescission

Every year Congress rescinds apportionment of unobligated apportionment provided to the States. In FY 2006-07 alone, \$4.8 million in CMAQ funding was rescinded from the MTC region, with a similar rescission expected for FY 2007-08. Within SAFETEA itself is a provision to rescind unobligated apportionment at the end of SAFETEA totaling \$8.5 billion nationally with the potential of \$60 million in apportionment to be rescinded from the region on September 30, 2009 – more than one year's worth of CMAQ. In previous federal Acts unused apportionment was allowed to be carried over into the next Act. This happened in TEA 21 when approximately \$100 million in unobligated STP/CMAQ apportionment was carried over into SAFETEA and obligated using SAFETEA OA. Unfortunately, as a result of the SAFETEA rescission, it is expected that any unobligated apportionment balance will not be carried forward into reauthorization, meaning that the region will lose funds.

Conclusion

As we approach the end of SAFETEA we must pay close attention and respond to these critical factors that will impact project delivery and the availability of federal funds at the end of the federal Act: 1) The regional project delivery policy (MTC Resolution 3606) requires that all SAFETEA STP/CMAQ funds be obligated no later than May 31, 2009 (with the obligation request due to Caltrans by March 1, 2009); 2) Under SAFETEA \$8.5 billion in federal funds will be rescinded with the potential of \$60 million in apportionment to be rescinded from the region on September 30, 2009; and 3) The TIP may go into a lapse from October 1, 2008 through March 2009, with a possibility that federal funds could not be obligated during that timeframe.

It is therefore strongly encouraged that project sponsors review project schedules to ensure they can meet the regional obligation deadlines for both FY 2007-08 and FY 2008-09, and perhaps consider advancing projects from FY 2008-09 into FY 2007-08 if possible, considering the uncertainties that lie ahead. Of course the post-obligation deadlines, including the requirement to award a construction contract and to invoice and receive reimbursement of funds within 6-12 months of the obligation must be adhered to.

MTC staff is available to assist the Congestion Management Agencies (CMAs), Transit Operators, and project sponsors in developing an Obligation Plan for FY 2007-08 that will encourage the advancement of projects from FY 2008-09, so that the region can minimize its risk in FY 2008-09. The CMAs should expedite the programming of any remaining balances in the county administered programs such as the County Transportation for Livable Communities (TLC) and County Regional Bicycle/Pedestrian Program (RBP) programs. It should be expected that obligation requests for SAFETEA STP/CMAQ funds not submitted to Caltrans by March 1, 2009, and not obligated by May 31, 2009, will lose funding.

The following MTC staff are available for assistance.

Craig Goldblatt – STP/CMAQ Program Manager 510-464-5837, cgoldblatt@mtc.ca.gov

Raymond Odunlami – TIP Administrator, 510-464-5799, rodunlami@mtc.ca.gov

Ross McKeown – Programming and Funding Manager, 510-464-7842, rmckeown@mtc.ca.gov

Attached for your consideration is a list of projects with STP/CMAQ funds programmed for delivery (obligation) in FY 2007-08 and FY 2008-09.

METROPOLITAN TRANSPORTATION COMMISSION
 Projects with STP/CMAQ fund in
 FY 2007-08 with an Obligation Deadline of May 31, 2008 * or in
 FY2008-09 with an Obligation Deadline of May 31, 2009*
 Project list based on current programming and subject to change

as of July 1, 2007

Cnty	Sponsor	Project Name	Fund Code	TIP ID	FY 07-08	FY 08-09
ALA	AC Transit	Zero Emission Bus Advanced Demonstration	STP-T3-3-SF-TC	ALA070046	7,810,000	
ALA	ACCMA	ACCMA - CMA Planning Activities	STP-T3-3-PL-CMA	ALA979001	675,000	675,000
ALA	ACCMA	ACCMA - CMA Planning Activities	STP-T3-3-PL-TP	ALA979001	150,000	150,000
ALA	ACCMA	I-680 Sunol Grade - Alameda SB HOV Final Phase	CMAQ-T3-1-AQ	ALA991084	780,000	
ALA	Alameda	Signal Coordination: 8th St, Otis Dr, & Park St.	CMAQ-T3-1-AQ	ALA070049	138,000	
ALA	Alameda County	Alameda County - Castro Valley Blvd Rehabilitation	STP-T3-3-SF-LSR	ALA050072	83,000	758,000
ALA	Alameda County	Hampton Rd Streetscape Improv	CMAQ-T3-1-TROC-LIFE	ALA070040		160,000
ALA	Alameda County	Hampton Rd Streetscape Improv	CMAQ-T3-2-TROC-LIFE	ALA070040	100,000	1,740,000
ALA	Alameda Cty TA	Route 84 Expressway Widening	STP-T3-2-SF-TC	ALA050014	1,000,000	
ALA	BART	BART Station Electronic Bike Lockers, Ph. 2	CMAQ-T3-1-AQ	ALA070051	130,000	
ALA	BART	Ed Roberts Campus	CMAQ-T3-3-TLC-REG	ALA050065	2,000,000	
ALA	Berkeley	Berkeley - University Ave Rehabilitation	STP-T3-3-SF-LSR	ALA050073	71,000	559,000
ALA	Berkeley	TravelChoice-Berkeley	CMAQ-T3-1-AQ	ALA070047	216,000	
ALA	Caltrans	I-80 Integrated Corridor Mobility Project	STP-T3-2-SF-TC	ALA070041	2,300,000	
ALA	Caltrans	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	STP-T3-2-SF-TC	ALA070042		6,123,000
ALA	Caltrans	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	STP-T3-3-SF-TC	ALA070042	4,000,000	577,000
ALA	Dublin	E. Dublin BART Station Corridor Bike/Ped Enh.	CMAQ-T3-1-AQ	ALA050082		76,000
ALA	Dublin	E. Dublin BART Station Corridor Bike/Ped Enh.	CMAQ-T3-3-TLC-HIP	ALA050082		1,459,000
ALA	Dublin	W. Dublin BART Station Corridor Bike/Ped Enh.	CMAQ-T3-3-TLC-HIP	ALA050083		1,257,000
ALA	Fremont	Bay Street Streetscape & Parking Project	CMAQ-T3-3-TLC-REG	ALA070037		1,570,000
ALA	Fremont	Mowry Ave Arterial Management	CMAQ-T3-1-AQ	ALA070050	419,000	
ALA	Hayward	Hayward - Various Streets Rehabilitation	STP-T3-3-SF-LSR	ALA050071	776,000	
ALA	Hayward	Second Street New Sidewalk Construction	CMAQ-T3-1-AQ	ALA070052	337,000	
ALA	Livermore	Downtown Livermore Pedestrian Transit Connection	CMAQ-T3-3-TLC-REG	ALA070038	140,000	1,060,000
ALA	MTC	Ashby BART Station/Ed Roberts Campus	CMAQ-T3-1-TROC-LIFE	ALA070034		1,386,000
ALA	MTC	Emeryville - San Pablo/MacArthur Bike/Ped Imps.	CMAQ-T3-3-TLC-HIP	ALA050060		128,000
ALA	Oakland	7th Street/W. Oakland Transit Village Improvements	CMAQ-T3-3-TLC-REG	ALA050080	320,000	1,580,000
ALA	Oakland	Coliseum Gardens Phase 3-66th Avenue Streetscape	CMAQ-T3-2-TLC-HIP	ALA070011		530,000
ALA	Oakland	MacArthur Transit Hub Improvement Project	CMAQ-T3-1-TROC-LIFE	ALA050039	215,000	
ALA	Oakland	Oakland - Latham & Telegraph Pedestrian Imps.	CMAQ-T3-3-TLC-HIP	ALA050061		2,470,000
ALA	Oakland	Oakland - Various Streets Rehabilitation	STP-T3-3-SF-LSR	ALA050023	2,486,000	
ALA	San Leandro	Bay Trail Bridge at Oyster Bay Slough	CMAQ-T3-3-RBP-CO	ALA050078	750,000	
ALA	San Leandro	San Leandro ATMS Upgrade	CMAQ-T3-1-AQ	ALA070048	184,000	
ALA	San Leandro	Washington Ave Rehab: San Lorenzo Crk to I-880	STP-T3-3-SF-LSR	ALA050069	442,000	
ALA	Union City	Three CNG Powered Replacement Trucks	CMAQ-T3-1-AQ	ALA070053	124,000	
ALA	Union City	Union City - Alvarado-Niles Road Rehabilitation	STP-T3-3-SF-LSR	ALA050070	5,000	421,000
CC	BART	Richmond BART Parking Structure	STP-T3-2-BF	CC-030003		4,320,000
CC	CC County	Contra Costa Co. - Byron Highway Rehabilitation	STP-T3-1A-SF-LSR	CC-050034	709,000	
CC	CC County	Contra Costa Co. - Byron Highway Rehabilitation	STP-T3-3-SF-LSR	CC-050034	902,000	
CC	CC County	Contra Costa Co. - San Pablo Dam Rd Rehabilitation	STP-T3-3-SF-LSR	CC-050065	540,000	
CC	CC County	Contra Costa Co. - Stone Valley Rd Rehabilitation	STP-T3-3-SF-LSR	CC-050062	540,000	
CC	CC County	Iron Horse Trail Over-crossing at Treat	CMAQ-T3-3-TLC-CO	CC-990046	640,377	
CC	CCTA	CCTA - CMA Planning Activities	STP-T3-3-PL-CMA	CC-979042	495,000	505,000
CC	CCTA	CCTA - CMA Planning Activities	STP-T3-3-PL-TP	CC-979042	150,000	150,000
CC	Concord	Concord - Clayton Road Rehabilitation	STP-T3-3-SF-LSR	CC-050064	540,000	
CC	Concord	Concord Blvd. Gap Closure, Phase 2	CMAQ-T3-3-RBP-CO	CC-070030	800,000	
CC	Concord	Monument Blvd & Meadow Ln Pedestrian Improvements	CMAQ-T3-3-TLC-REG	CC-070083		1,200,000
CC	El Cerrito	El Cerrito - Various Streets Rehabilitation	STP-T3-3-SF-LSR	CC-050067	540,000	
CC	El Cerrito	San Pablo Avenue Streetscape	CMAQ-T3-3-TLC-CO	CC-070074		506,000
CC	El Cerrito	San Pablo Avenue Streetscape	CMAQ-T3-3-TLC-REG	CC-070074		1,800,000
CC	Lafayette	Lafayette - Mt. Diablo Blvd Rehabilitation	STP-T3-3-SF-LSR	CC-050063		540,000
CC	Martinez	Martinez - Alhambra Avenue Rehabilitation	STP-T3-3-SF-LSR	CC-050061	540,000	
CC	Moraga	Moraga - Moraga Road Rehabilitation	STP-T3-3-SF-LSR	CC-050069		540,000
CC	Orinda	Orinda - Moraga Way Rehab: Phase II	STP-T3-3-SF-LSR	CC-050070	540,000	
CC	Pinole	Pinole - Appian Way Rehab: Phase II	STP-T3-3-SF-LSR	CC-050073		540,000
CC	Pittsburg	Pittsburg - Harbor Street Rehabilitation	STP-T3-3-SF-LSR	CC-050071	540,000	
CC	Pleasant Hill	Pleasant Hill - Contra Costa Blvd Rehabilitation	STP-T3-3-SF-LSR	CC-050072		540,000
CC	San Pablo	San Pablo Ave Rehabilitation	STP-T3-3-SF-LSR	CC-050066	328,000	
CC	San Ramon	San Ramon Valley Blvd Rehabilitation	STP-T3-3-SF-LSR	CC-050068		540,000
CC	St. Rte. 4 BA	Mokelumne Trail Bike/Ped Overcrossing	CMAQ-T3-3-RBP-CO	CC-070067		1,500,000
CC	Walnut Creek	Walnut Creek - Treat Blvd Rehabilitation	STP-T3-3-SF-LSR	CC-050060	540,000	
MRN	Marin County	Cal-Park Hill Tunnel Improvements	CMAQ-T3-2-TLC-REG	MRN030003	1,500,000	
MRN	TAM	TAM - CMA Planning Activities	STP-T3-3-PL-CMA	MRN970034	390,000	375,000
MRN	TAM	TAM - CMA Planning Activities	STP-T3-3-PL-TP	MRN970034	135,000	150,000
NAP	Amer Canyon	West American Canyon Road Rehabilitation	STP-T3-3-SF-LSR	NAP070004	281,000	
NAP	Napa	Napa - Browns Valley Road Rehabilitation	STP-T3-3-SF-LSR	NAP070003	664,000	
NAP	Napa	Napa - Imlola Road Rehabilitation	STP-T3-3-SF-LSR	NAP070007	574,000	
NAP	Napa	Napa - Soscol Avenue Rehabilitation	STP-T3-3-SF-LSR	NAP070006	221,000	
NAP	Napa Co TA	NCTPA - CMA Planning Activities	STP-T3-2-PL-TP	NAP970004	150,000	
NAP	Napa Co TA	NCTPA - CMA Planning Activities	STP-T3-3-PL-CMA	NAP970004	375,000	375,000
NAP	Napa Co TA	NCTPA - CMA Planning Activities	STP-T3-3-PL-TP	NAP970004		150,000

METROPOLITAN TRANSPORTATION COMMISSION
 Projects with STP/CMAQ fund in
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as of July 1, 2007

City	Sponsor	Project Name	Fund Code	TIP ID	FY 07-08	FY 08-09
NAP	Napa County	Deer Park Road Rehabilitation	STP-T3-3-SF-LSR	NAP070005	1,250,000	
NAP	NCTPA	SR 12 (Jamieson Canyon Road) Widening	STP-T3-2-BF	NAP010008	2,500,000	
REG	BAAQMD	Spare the Air Program	CMAQ-T3-3-AQ	MTC990015	1,000,000	1,000,000
REG	BART	BART Car Exchange and Preventive Maintenance	STP-T3-3-SF-TC	REG050020	22,682,000	22,683,000
REG	GGBHTD	TransLink Fare Collection System	CMAQ-T3-3-RO	MTC99002B		2,200,000
REG	MTC	Freeway Operations	CMAQ-T3-3-RO	MTC030003	4,300,000	2,200,000
REG	MTC	511 Traveler Information	CMAQ-T3-3-RO	REG050017	3,700,000	1,700,000
REG	MTC	511 Traveler Information	STP-T3-2-RO	REG050017	8,800,000	
REG	MTC	511 Traveler Information	STP-T3-3-RO	REG050017	9,500,000	8,500,000
REG	MTC	Pavement Mgmt Tech. Assist. Program (PTAP)	STP-T3-2-RO	MTC990017	800,000	
REG	MTC	Pavement Mgmt Tech. Assist. Program (PTAP)	STP-T3-3-SF-LSR	MTC990017		800,000
REG	MTC	Performance Monitoring	STP-T3-3-RO	MTC991001	200,000	200,000
REG	MTC	Regional Transportation Marketing	CMAQ-T3-3-RO	MTC990013	700,000	700,000
REG	MTC	TETAP & Signal Timing Program - Part 2	CMAQ-T3-1-AQ	REG050015	2,250,000	
REG	MTC	TLC/HIP Planning Grants	STP-T3-2-TLC-PL	MTC030005	415,000	
REG	MTC	TLC/HIP Planning Grants	STP-T3-3-TLC-PL	MTC030005		440,000
REG	MTC-SAFE	Incident Management Program	CMAQ-T3-3-RO	REG050021	5,200,000	5,400,000
SCL	Campbell	Campbell - Various Streets Rehabilitation	STP-T3-3-SF-LSR	SCL050067	299,000	
SCL	Cupertino	Cupertino - Various Street Rehabilitation	STP-T3-3-SF-LSR	SCL050066	327,000	
SCL	Gilroy	Gilroy - Forest Street Rehabilitation	STP-T3-3-SF-LSR	SCL050070	286,000	
SCL	Los Altos	Adobe Creek Bike and Ped Bridge Replacement	CMAQ-T3-3-RBP-CO	SCL070028	301,000	
SCL	Los Altos Hills	El Monte Rd Bicycle Pathway Project	CMAQ-T3-3-RBP-CO	SCL070025	440,000	
SCL	Los Altos Hills	Los Altos Hills - Fremont Road Rehabilitation	STP-T3-3-SF-LSR	SCL050068	178,000	
SCL	Los Gatos	Los Gatos - Various Streets Rehabilitation	STP-T3-3-SF-LSR	SCL050029	272,000	
SCL	Los Gatos	SR 9 Bicycle and Pedestrian Improvements	CMAQ-T3-2-RBP-REG	SCL050042	1,345,000	
SCL	Morgan Hill	Morgan Hill - Main Street Rehabilitation	STP-T3-3-SF-LSR	SCL050074	286,000	
SCL	Morgan Hill	Third Street Promenade	CMAQ-T3-3-TLC-REG	SCL070014	180,000	1,520,000
SCL	Morgan Hill	West Little Llagas Creek Trail Phase II	CMAQ-T3-3-RBP-CO	SCL070027	543,000	
SCL	Mountain View	Mountain View - California Street Rehab Phase II	STP-T3-3-SF-LSR	SCL050069	367,000	
SCL	MTC	Gilroy Pedestrian Enhancement	CMAQ-T3-2-TROC-LIFE	SCL070010		323,000
SCL	MTC	San Jose State Univ. / Japantown Pedestrian Imps.	CMAQ-T3-3-TLC-HIP	SCL050061		3,000,000
SCL	San Jose	San Jose - Various Streets Rehabilitation	STP-T3-3-SF-LSR	SCL050028	6,546,000	
SCL	Santa Clara	Santa Clara - Tasman Dr. and Homestead Rd. Rehab	STP-T3-3-SF-LSR	SCL050073	653,000	
SCL	Santa Clara Co	Santa Clara Co. - Capitol Expwy. Rehabilitation	STP-T3-3-SF-LSR	SCL050072		895,000
SCL	Santa Clara Co	Santa Clara Co. - Oregon/Page Mill Expwy Rehab	STP-T3-3-SF-LSR	SCL050075		1,256,000
SCL	Santa Clara Co	Santa Clara Co. - Various Non-Expressway Rehab	STP-T3-1A-SF-LSR	SCL050076		820,000
SCL	Santa Clara Co	Santa Clara Co. - Various Non-Expressway Rehab	STP-T3-3-SF-LSR	SCL050076	851,000	30,000
SCL	Saratoga	DeAnza Trail	CMAQ-T3-3-RBP-CO	SCL070026	1,400,000	
SCL	Sunnyvale	Sunnyvale - Various Streets Rehabilitation	STP-T3-3-SF-LSR	SCL050027	1,184,000	
SCL	VTA	SCVTA - CMA Planning Activities	STP-T3-3-PL-CMA	SCL978008	755,000	765,000
SCL	VTA	SCVTA - CMA Planning Activities	STP-T3-3-PL-TP	SCL978008	150,000	150,000
SCL	VTA	Zero Emission Bus Demonstration Project	STP-T3-3-SF-TC	SCL010023	6,248,000	
SF	SF City/County	San Francisco - Cortland Avenue Rehabilitation	STP-T3-3-SF-LSR	SF-050040	1,250,000	
SF	SF City/County	South of Market Various Streets Rehab.	STP-T3-3-SF-LSR	SF-050041	4,860,000	
SF	SF County TA	SFTA - CMA Planning Activities	STP-T3-3-PL-CMA	SF-990015	415,000	425,000
SF	SF County TA	SFTA - CMA Planning Activities	STP-T3-3-PL-TP	SF-990015	150,000	150,000
SF	SF Dept of Park	Golden Gate Park Ped Access Improvements	CMAQ-T3-3-RBP-CO	SF-070035	143,000	630,000
SF	SF Dept of Park	Inner Sunset Traffic Calming and Transit Enhncemnt	CMAQ-T3-3-RBP-CO	SF-070033	105,000	536,000
SF	SF Dept of Park	San Francisco Bicycle Route Improvements	CMAQ-T3-3-RBP-CO	SF-070036	100,000	
SF	SF Dept of Park	Tenderloin/UN Plaza/Civic Center Ped Improvements	CMAQ-T3-3-RBP-CO	SF-070034	371,000	863,000
SF	SF DPW	Valencia Streetscape Improvements Project	CMAQ-T3-3-TLC-REG	SF-070031		2,600,000
SM	Belmont	Belmont - Old County Road Rehabilitation	STP-T3-2-SF-LSR	SM-050011	120,000	
SM	Burlingame	Burlingame - Various Streets Rehabilitation	STP-T3-3-SF-LSR	SM-070013	278,000	
SM	CCAG	SMCCAG - CMA Planning Activities	STP-T3-3-PL-CMA	SM-979033	395,000	395,000
SM	CCAG	SMCCAG - CMA Planning Activities	STP-T3-3-PL-TP	SM-979033	150,000	150,000
SM	Daly City	Daly City - Mission St. Pedestrian Imps.- Phase I	CMAQ-T3-2-TLC-HIP	SM-050046		272,000
SM	Daly City	Daly City - Mission St. Pedestrian Imps.- Phase I	CMAQ-T3-3-RBP-CO	SM-050046		500,000
SM	Daly City	Daly City - Mission St. Pedestrian Imps.- Phase I	CMAQ-T3-3-TLC-REG	SM-050046		900,000
SM	Foster City	Foster City - Shell Boulevard Rehabilitation	STP-T3-3-SF-LSR	SM-070012	140,000	
SM	Foster City	Foster City Boulevard Rehabilitation	STP-T3-3-SF-LSR	SM-070010	337,000	
SM	Menlo Park	Menlo Park - Oak Grove Avenue Rehab	STP-T3-3-SF-LSR	SM-070019	109,000	
SM	Millbrae	Millbrae - Skyline Boulevard Rehabilitation	STP-T3-3-SF-LSR	SM-070020	124,000	
SM	Pacifica	Pacifica - Oddstad Boulevard Rehabilitation	STP-T3-3-SF-LSR	SM-070017	150,000	
SM	Pacifica	Pacifica - Sharp Park Road Rehabilitation	STP-T3-3-SF-LSR	SM-070015	165,000	
SM	Pacifica	Pacifica - Terra Nova Blvd. Rehabilitation	STP-T3-3-SF-LSR	SM-070016	175,000	
SM	Pacifica	San Pedro Terrace Multi-Purpose Trail	CMAQ-T3-3-RBP-CO	SM-070027	1,000,000	
SM	Redwood City	Redwood City - Alameda de Las Pulgas/Bay Rd. Rehab	STP-T3-3-SF-LSR	SM-070021	900,000	
SM	Redwood City	San Mateo - Villa Montgomery Streetscape	CMAQ-T3-3-TLC-HIP	SM-070001		388,000
SM	San Mateo	San Mateo - Delaware Street Improvement	CMAQ-T3-3-RBP-CO	SM-070026	283,000	
SM	San Mateo	San Mateo - J. Hart Clinton Rehabilitation	STP-T3-3-SF-LSR	SM-070018	575,000	
SM	San Mateo	San Mateo - Poplar Avenue Rehabilitation	STP-T3-3-SF-LSR	SM-070011	325,000	

METROPOLITAN TRANSPORTATION COMMISSION
 Projects with STP/CMAQ fund in
 FY 2007-08 with an Obligation Deadline of May 31, 2008 * or in
 FY2008-09 with an Obligation Deadline of May 31, 2009*
 Project list based on current programming and subject to change

as of July 1, 2007

City	Sponsor	Project Name	Fund Code	TIP ID	FY 07-08	FY 08-09	
SM	San Mateo Co	Mirada Surf Coastal Bike and Pedestrian Trail	CMAQ-T3-3-RBP-CO	SM-070028	181,000		
SM	San Mateo Co	San Mateo County - Bay Road Rehabilitation	STP-T3-3-SF-LSR	SM-070014	250,000		
SM	SSF	San Bruno - S. San Francisco BART Linear Park	CMAQ-T3-2-TLC-HIP	SM-050026	304,800		
SM	SSF	San Bruno - S. San Francisco BART Linear Park	CMAQ-T3-3-RBP-CO	SM-050026	537,000		
SM	SSF	San Bruno - S. San Francisco BART Linear Park	CMAQ-T3-3-TLC-CO	SM-050026	590,000		
SM	SSF	San Bruno - S. San Francisco BART Linear Park	CMAQ-T3-3-TLC-REG	SM-050026	970,000		
SOL	Rio Vista	Rio Vista - Second Street Rehabilitation	STP-T3-3-SF-LSR	SOL050052	77,000		
SOL	Solano Co TA	STA - CMA Planning Activities	STP-T3-2-AQ-SOL-SWAP	SOL970033	700,000		
SOL	Solano Co TA	STA - CMA Planning Activities	STP-T3-3-PL-CMA	SOL970033	375,000	375,000	
SOL	Solano Co TA	STA - CMA Planning Activities	STP-T3-3-PL-TP	SOL970033	150,000	150,000	
SOL	Vallejo	Downtown Vallejo Pedestrian Enh. - Phase I	CMAQ-T3-3-TLC-HIP	SOL050048		580,000	
SOL	Vallejo	Vallejo - Lemon Street Rehabilitation	STP-T3-3-SF-LSR	SOL010027	25,000	672,000	
SON	City of Sonoma	Sonoma - Andrieux Street Rehabilitation	STP-T3-3-SF-LSR	SON050029	135,000		
SON	Healdsburg	Healdsburg - Matheson Street Rehabilitation	STP-T3-3-SF-LSR	SON050033	166,000		
SON	MTC	Smart Regional Bike/Ped Path: Ph. III	CMAQ-T3-3-TLC-HIP	SON050025	434,000		
SON	Petaluma	Petaluma - East Washington and 6th Street Rehab	STP-T3-3-SF-LSR	SON050030	718,000		
SON	Rohnert Park	Rohnert Park - City Center Plaza Pedestrian Imps	CMAQ-T3-3-TLC-CO	SON070001	600,000		
SON	Santa Rosa	Santa Rosa - Various Streets Rehabilitation	STP-T3-3-SF-LSR	SON050036		2,008,000	
SON	Santa Rosa Bus	Downtown Transit Mall Connectivity Improvements	CMAQ-T3-3-TLC-REG	SON070012	850,000		
SON	Son Co TA	SCTA - CMA Planning Activities	STP-T3-3-PL-CMA	SON970081	375,000	375,000	
SON	Son Co TA	SCTA - CMA Planning Activities	STP-T3-3-PL-TP	SON970081	150,000	150,000	
SON	Windsor	Windsor - Conde Lane and Hembree Lane Rehab	STP-T3-3-SF-LSR	SON050028	321,000		
Total:					247,833,177	144,722,177	103,111,000

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Note:

This listing is a representation of projects with STP/CMAQ funds programmed in FY 2007-08 or FY 2008-09 in the 2007 TIP as of July 1, 2007, and may not reflect all projects due to future or in-process programming changes.

Project Sponsors are responsible for tracking their own projects, and may view the latest STP/CMAQ funding changes in MTC's Fund Management System (FMS) at: http://www.mtc.ca.gov/funding/fms_intro.htm

- * Obligation Requests are due to Caltrans by March 1 of the year programmed in the TIP

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DATE: August 17, 2007
TO: STA TAC
FROM: Janet Adams, Director of Projects
RE: Highway Projects Status Report:
1.) I-80/I-680/SR 12 Interchange
2.) North Connector
3.) I-80 HOV Lanes: Red Top Road to Air Base
Parkway
4.) I-80 HOV/Turner Overcrossing
5.) Jepson Parkway
6.) State Route 12 (Jameson Canyon)
7.) State Route 12 East SHOPP Projects
8.) I-80 SHOPP Rehabilitation Projects

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. With the passage of the Proposition 1B Bond in November 2006, the county was able to secure additional funding from the Corridor Mobility Improvement Account (CMIA) for the State Route (SR) 12 Jameson Canyon and the I-80 High Occupancy Vehicle (HOV) Lanes projects. The I-80/I-680/SR 12 Interchange environmental studies, the North Connector environmental studies, and the SR 12 Jameson Canyon environmental studies have all continued to receive reimbursements from the State through the Traffic Congestion Relief Program (TCRP). The I-80/I-680/SR 12 Interchange received a re-allocation of the TCRP funds in July 2007 from the California Transportation Commission (CTC). This action was required as the TCRP funds lapse 5 years after an allocation has been made. The North Connector TCRP funds have been fully expended and the STA is in the process of closing out this fund source.

Discussion:

The following provides an update to major highway and reliever route projects in Solano County:

1.) I-80/I-680/SR 12 Interchange Project

Based on the Traffic Demand Model and the Purpose and Need of the Project, the STA in partnership with Caltrans and FHWA have developed and considered a wide variety of alternatives for the Project. The Project is moving forward with two build alternatives and a non-build alternative into the Environmental Impact Report/Environmental Impact Statement (EIR/EIS). For each build alternative, the project team is evaluating fundable phasing elements.

The I-80/I-680 interchange for both build alternatives are in close proximity to seismic fault zones. These are the Cordelia and Green Valley fault zones. As a result, the project team to undergoing a seismic fault zone study at this nearly phase of the Project to better understand the location of the fault zones and to understand historical movements. Obtaining this information early in the project is important to insure that the alternatives being studied do not have a fatal flaw and to adjust, if needed, any proposed structure locations.

The Project geometrics will require FHWA Headquarter approval due to proposed new interstate accesses and exceptions to design standards that are existing conditions with respect to the close proximity of interchanges through the project on I-80. This process requires several steps of approval: 1) Caltrans approves the traffic operations technical report, 2) Caltrans approves all design exceptions and access changes, 3) FHWA California Division approves design exceptions and access changes, and 4) FHWA Headquarters (Washington DC) approves the geometrics and design exceptions.

All technical studies are underway and draft reports will begin to be submitted to Caltrans for approval starting in the fall and going on through spring 2008. The draft environmental document (ED) is currently anticipated to be completed in summer 2008. The Final ED is anticipated to be completed in the fall of 2009. The ED is being funded with \$8.1 million from the TCRP.

2.) North Connector Project

The proposed North Connector Project is a new intra-city/county roadway to provide a parallel arterial to ensure the local roadway system can serve local traffic and I-80 can better serve regional traffic through the I-80/I-680/SR 12 interchange area.

The proposed Project consists of four lanes from Chadbourne Road at SR 12 East heading north to Abernathy Road and continuing west (parallel to I-80) over a new bridge at Suisun Creek, thereby connecting to the recently approved local devolvement project (Fairfield Corporate Commons Project). In addition, the North Connector would construct a two-lane roadway, west from the existing Business Center Drive to SR 12 (Jameson Canyon) at Red Top Road.

An Environmental Impact Report (EIR) is being prepared for the Project. The report is expected to be made available for public comment at the end of August 2007. Detailed preliminary engineering continues on the East Segment. For the portion of work that falls within Caltrans right-of-way at the I-80/Abernathy Road area, this work will be constructed under an encroachment permit for the new signals and minor roadway work. Preliminary plan submittals have been made to Caltrans for this portion of the work.

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

This project includes an additional lane in each direction on I-80 for High Occupancy Vehicle (HOV) use between the I-80/Red Top Road Interchange East to approximately 0.5 miles east of the I-80/Air Base Parkway Interchange. The lanes, 8.7 miles in length, will be constructed primarily in the median of the existing highway.

The Green Valley Creek Bridge widening project, an advanced construction project to the HOV Lanes Project is well underway and expected to be completed in October 2007. This project widens the outside shoulder of westbound I-80 at this structure 12 feet. By completing this advanced work in the summer of 2007, the larger construction project will not have to complete both outside and inside widening on this bridge, which takes two construction seasons.

The 100% Plans, Specifications & Estimates (PS&E) for the HOV Lane Project will go to Caltrans Headquarters on September 15th in preparation to obtain a CTC allocation at the December 2007 meeting. Construction of this Project must begin by the spring of 2008 to allow the contractor the full working window as allowed by the resource agency permits for completing the structure widening at the Green Valley Creek and Suisun Creek Bridges.

4.) I-80 HOV Lanes/Turner Overcrossing Project

This project was identified as part of the I-80/I-680/I-780 Major Investment and Corridor Study. The proposed project includes a westbound and eastbound High Occupancy Vehicle (HOV) Lane between SR 37 and the Carquinez Bridge, improvements to the Redwood Parkway/I-80 Interchange, a new Turner Pkwy. Extension Overcrossing, direct HOV Lane connections from a new Turner Pkwy. Overcrossing and an adjacent park-and-ride lot. The next step to further studying these alternatives is to develop a Project Study Report (PSR). STA initiated the PSR with a primary source of funding from Solano County's federal earmark from the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) transportation bill which was signed into law on August 10, 2005, along with a required 20% local match funds.

The consultant, HQE, Inc. began work on the PSR in the spring 2007. The initial work includes mapping the I-80 corridor, initiating traffic modal runs for the major alternates and doing traffic counts. Monthly Project Development Team (PDT) with Caltrans are underway

5.) Jepson Parkway Project

The 12-mile Jepson Parkway project will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders. The project is divided into 10 segments for design and construction purposes. Four construction projects on the Jepson Parkway have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; and improvements to Leisure Town Road bridges and the Walters Road Widening (Suisun City). The I-80/Leisure Town Road Interchange (Vacaville) has been completed.

The remaining segments of the Jepson Parkway Project are obtaining environmental clearance as one project. Since 2002, STA has been working to prepare alignment plans for the four (4) Environmental Impact Report/Environmental Impact Statement

(EIR/EIS) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is estimated at \$125 million. These costs will be updated in conjunction with the environmental document.

The Administrative Draft EIR/EIS was submitted to Caltrans in early July 2007. It is planned to release the document for public comment in September 2007.

6.) State Route 12 (Jameson Canyon) Project

The existing State Route (SR) 12 has one lane in each direction with no median barrier. It has sections that do not meet current highway standards and consistently maintains a poor level of service in many sections. This Project will widen approximately 6 miles of SR 12 from two to four lanes and upgrade the highway to current standards from I-80 in Solano County to SR 29 in Napa County. The purpose of this Project is to add capacity to relieve traffic congestion and upgrade the facility to improving safety and operations along the route.

The environmental document will combine the Project and the SR 12/29 Interchange Improvements into a single study area for a comprehensive environmental evaluation and approval. The environmental document is a Negative Declaration for California Environmental Quality Act (CEQA) and FONSI for National Environmental Policy Act (NEPA). This Draft document is expected to be released for public comment on August 24, 2007 with a final in January 2008.

The STA, Napa County Transportation and Planning Authority (NCTPA) and Caltrans interviewed for a consultant co-project manager for this project on August 16, 2007. Final determination of the co-project manager is expected by the end of August. This work will be funded by \$100,000 of the STA's Planning, Programming and Monitoring (PPM) funds as approved the Board in July 2007. As project management is a direct project cost, the STA, NCTPA and Caltrans will work toward implementing a cooperative agreement to insure this work, beyond the \$100,000 is reimbursed by the project funds through Caltrans.

7.) State Route 12 East SHOPP Projects

Caltrans announced immediate improvements along this corridor are well underway. The most recent set of improvements is the installation of k-rail (or temporary barrier railing) in the median of SR 12 starting in Suisun City heading east. The project is 12.7 miles long, consisting of placing 5.7 miles of k-rail in the median with rumble strip outside the white stripe, (Fog-line). In addition, the project will place 7 miles of channelizes in the median. The work is expected to begin in early September with completion expected in early November 2007.

Starting in 2008, Caltrans is still on track to begin construction of the \$46 million safety improvements along this corridor.

STA in partnership with Caltrans and the Metropolitan Transportation Commission (MTC) will update the Major Investment Study. This update will include an important component of safety projects. STA in partnership with MTC will complete a PSR to study a median barrier.

8.) I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo)

Caltrans has over \$140 million of State Highway Operations & Protection Program (SHOPP) rehabilitation projects programmed for I-80 between Vacaville and Vallejo. This work will start in Fiscal Year (FY) 2007-08 with work in the cities of Vacaville and Vallejo. This work will occur concurrently with the construction of the new I-80 HOV lanes project. The overlay within the limits of the I-80 HOV lanes will occur after the HOV lanes construction is completed. Caltrans is still on schedule to begin this rehabilitation work

Approximately 4.5 miles of this project overlaps with the I-80 HOV Project: Red Top Road to Air Base Parkway, which is currently under design by the STA. Because of this overlap, the I-80 HOV Lane Project and this SHOPP Project will stage the work for coordination during construction.

Attachment A provides the current 2006 SHOPP listings as of the July 2007 CTC meeting. There are six (6) roadway rehabilitation projects listed along I-80 in Solano County, of these the \$2 million emergency project has been completed. In addition, Caltrans is programmed to upgrade the median barrier on I-80 from American Canyon to Suisun Creek. The summary is as follows:

Near Fairfield	Replaced failed PCC	\$2 million	2006-07
Near Vallejo	Rehabilitate Roadway	\$32 million	2007-08
In Vallejo	Rehabilitate Roadway	\$35 million	2007-08
Near Fairfield	Rehabilitate Roadway	\$43 million	2007-08
Near Fairfield	Rehabilitate Roadway	\$21 million	2008-09
Near Fairfield	Shlds & Ramp Resurfacing	\$13 million	2009-10
Near Fairfield	Upgrade Median Barrier	\$6 million	2007-08

Recommendation:

Informational.

Attachment:

A. 2006 SHOPP After July 2007 CTC, Solano County

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2006 SHOPP After July 2007 CTC
Excludes Federal ER Funds
(\$1,000)

<u>Dist</u>	<u>County</u>	<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>EA</u>	<u>PPNO</u>	<u>Program</u>	<u>FY</u>	<u>RW</u>	<u>CON</u>	<u>Vote</u>
04	Solano	12	26.4	In Rio Vista - Sacramento River Bridge #23-0024 - rehabilitate bridge	1A280K	0307S	201.110	2006/07	\$ 5	\$ 1,223	\$ 1,223
04	Solano	12	26.2	Near Rio Vista - west end of Rio Vista bridge - repair girders	3A700	0368D	201.130	2006/07	\$ -	\$ 1,500	\$ 1,500
04	Solano	12	L2.1/7.9	In Fairfield and Suisun - west of Chadburn Rd. to west of Union Creek - rehabilitate pavement	0C7901	5001A	201.121	2006/07	\$ -	\$ 9,356	\$ 9,356
04	Solano	12	2.4	In Fairfield, at Chadbourne Road. Repair slide.	3S680	5001C	201.131	2007/08	\$ 5	\$ 240	\$ -
04	Solano	12	20.8/22.6	Near Rio Vista, from Route 113 to Azevedo Road. Replace failed culverts and backfill sinkholes.	3S690	8085C	201.131	2007/08	\$ 5	\$ 327	\$ 327
04	Solano	12	1.5/2.8	In Suisun City, near Red Top Road. Construct truck climbing lane.	0A040K	806B	201.310	2008/09	\$ 2,255	\$ 8,613	\$ -
04	Solano	12	7.9/R14.7	Near Suisun City, east of Scandia Road to Denverton Overhead. Rehabilitate roadway.	0T0900	4020B	201.120	2009/10	\$ 98	\$ 17,936	\$ -
04	Solano	12	R14.7/R20.6	Near Suisun City, from Denverton Overhead to Currie Road. Rehabilitate roadway.	0T1011	8059A	201.120	2009/10	\$ 227	\$ 28,419	\$ -
04	Solano	12	7.9/20.6	In Rio Vista - west of Scally Road to Currie Road - install "K" rail or centerline channelizer	3A630	4020C	201.010	2006/07	\$ 5	\$ 2,938	\$ 2,938
04	Solano	12	20.6/25.6	In Rio Vista - Currie Road to Drouin Drive - install soft median barrier and shoulder rumble strip	0A210	8085B	201.010	2006/07	\$ 5	\$ 560	\$ 560
04	Solano	12	22.7/R23.7	Near Rio Vista, from Azevedo Road to Liberty Island Road. Shoulder widening.	2A620	8085A	201.015	2009/10	\$ 10	\$ 3,905	\$ -
04	Solano	505	R0.2	In Vacaville - north of Route 80 at Horse Creek Bridge - repair embankment washout	3S440	8207A	201.130	2006/07	\$ -	\$ 250	\$ 250
04	Solano	680	R1.5/R13.1	In Benicia and Fairfield - Benicia Arsenal Viaduct to Route 680 - rehabilitate roadway (required offsite mitigation)	258721	5902A	201.120	2006/07	\$ 5	\$ 1,100	\$ 1,100
04	Solano	780	7.1	Near Benicia - at Laurel Street Overcrossing - repair structure	3A660	0757C	201.130	2006/07	\$ -	\$ 2,000	\$ 2,000
04	Solano	80	R26.0/R27.2	In Vacaville - Davis Street to Allison Drive at Mason Street #23-0051L/R and Ulatis Creek #23-0052L/R - replace bridges (scour)	4C080K	5302	201.111	2006/07	\$ 602	\$ 7,441	\$ 7,441
04	Solano	80	5.6/R28.4	Vallejo to Vacaville - at various locations; also in Napa County at PM 6.8/8.0 - fill in gaps in detection and motorist information systems	15290	0259Q	201.315	2006/07	\$ 10	\$ 1,060	\$ 1,060
04	Solano	80	6.3	Near Vallejo - west of the Hunter Hill Rest Area - stabilize slope and repair roadway	3S870	4317	201.130	2006/07	\$ -	\$ 1,000	\$ 1,000
04	Solano	80	17.2	In Fairfield - at Rockville Road and West Texas Street - modify ramp and exit traffic signals	27510K	5301E	201.310	2006/07	\$ 2	\$ 1,505	\$ 1,505
04	Solano	80	13.0/42.0	In Solano County - at various locations; also on Routes 505 and 780 - remove gore signs and replace with overhead signs	271001	5301N	201.015	2006/07	\$ -	\$ 4,865	\$ 4,865
04	Solano	80	12.0/22.2	In and near Fairfield - Route 12 to 1.1 miles south of Cherry Glen Road - replace failed PCC pavement with AC pavement	4A310	5301P	201.121	2006/07	\$ -	\$ 2,000	\$ 2,000
04	Solano	80	8.1/11.5	Near Vallejo, from American Canyon Road to Green Valley Creek; also in Napa County (PM 6.8 to 8.0). Rehabilitate roadway.	24090K	4318	201.120	2007/08	\$ 50	\$ 31,938	\$ -
04	Solano	80	27.0/28.3	In Vacaville, Mason Street and Orange Drive. Repair slides.	3S700	4362A	201.131	2007/08	\$ 5	\$ 855	\$ -
04	Solano	80	3.9/8.1	In Vallejo, from Tennessee Street to American Canyon Road. Rehabilitate roadway.	0T240K	5301G	201.120	2007/08	\$ 60	\$ 35,051	\$ 35,051
04	Solano	80	20.1/30.6	Near Fairfield, from Route 12 to 1 mile east of Leisure Town. Rehabilitate roadway.	4C152	8315D	201.120	2007/08	\$ 30	\$ 43,000	\$ -
04	Solano	80	6.6/6.8	In Vallejo, at Hunter Hill Safety Roadside Rest Area. Rehabilitate Safety Roadside Rest Area.	29900K	4319	201.250	2008/09	\$ 10	\$ 8,217	\$ -
04	Solano	80	15.4/20.1	Near Fairfield - Route 12 to 1 mile east of Leisure Town - rehabilitate roadway	4C151	8315L	201.120	2008/09	\$ 10	\$ 21,000	\$ -
04	Solano	80	R24.9/R25.1	In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp. Lengthen on-ramp and widen bridge.	0A090	5302C	201.310	2009/10	\$ 5	\$ 2,846	\$ -
04	Solano	80	R9.6/0.0	Near Fairfield, west of Lynch Road to west of Red Top Road. Required mitigation for EA 259014.	25902	5304D	201.131	2009/10	\$ 5	\$ 563	\$ -

ATTACHMENT A

2006 SHOPP After July 2007 CTC
Excludes Federal ER Funds
(\$1,000)

<u>Dist</u>	<u>County</u>	<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>EA</u>	<u>PPNO</u>	<u>Program</u>	<u>FY</u>	<u>RW</u>	<u>CON</u>	<u>Vote</u>
04	Solano	80	15.4/30.6	Near Fairfield - Route 12 to 1 mile east of Leisure Town - shoulder widening and ramps resurfacing	4C153	8315M	201.120	2009/10	\$ 10	\$ 13,246	\$ -
04	Solano	80	14.4	Near Fairfield - at Cordelia weigh station (both directions) - overlay parking and expand racetrack	444701	0017H	201.321	2006/07	\$ -	\$ 761	\$ 761
04	Solano	80	14.3	Near Fairfield - at Cordelia weigh station (both directions) - replace platform and generator	1A1100	0017J	201.321	2006/07	\$ -	\$ 877	\$ 877
04	Solano	80	8.1/12.9	Near Fairfield, from American Canyon Road to Suisun Creek. Upgrade median barrier.	270400	5301B	201.020	2007/08	\$ 5	\$ 5,853	\$ -
04	Solano	84	2.5	Near Rio Vista - Cache Slough Ferry bridge # 23-0034 - replace bridge	44630K	5402	201.110	2006/07	\$ -	\$ 2,921	\$ 2,921
04	Solano			In Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties - at various locations - highway planting restoration (remove trees phase 2)	1A390K	0785Y	201.210	2006/07	\$ -	\$ 1,617	\$ 1,617

164



DATE: August 16, 2007
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status 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.

The overall approach to improving safety on SR 12 is comprised of four (4) elements:

1. Increased Enforcement
2. Legislation
3. Education
4. Engineering

Monthly updates to these elements are provided to the TAC and STA Board.

Discussion:

1) *OTS Grant*

Because of a change in application requirements, CHP was required to resubmit their application for the Office of Traffic Safety (OTS) Grant. Solano CHP officers have been told that they are at the top of the list for corridor safety awards from OTS, but no formal announcements on grant awards have been made.

In the mean time, the Solano County office of the California Highway Patrol (CHP) continues to use the 2,000 hours of overtime it has been allotted to conduct enhanced enforcement on SR 12 between Suisun City and Rio Vista. The communities with the greatest number of cited drivers are Fairfield, Stockton, Suisun City, Rio Vista and Antioch. CHP citation statistics for June, July and August are expected to be available for the September 12 STA Board meeting.

2) *State Legislation*

AB 112 (double fine zone criteria and designation) and ACR 7 (Officer David Lamoree Memorial Highway) were both passed out of the Senate committees in early July. There has been no legislative movement since then, as the State Senate grapples with the budget. Once the budget is passed, there will be a short window for action by the full Senate and then rehearing of the amended bills by the Assembly. If passed by both Houses, bills will be sent to the Governor.

- 3) *Education*
STA has published and begun distribution of the SR 12 STATUS information sheet. Further educational and outreach activities are expected in Fiscal Year (FY) 2007-08 as part of the OTS grant.
- 4) *Engineering*
Caltrans has awarded the contract for installation of approximately 5.5 miles of concrete “K-Rail” barriers from the Suisun City city limits to Lambie Road. The contractor is currently staging equipment and preparing for the work, and changeable message signs have been put in place to notify motorists of expected traffic delays. This project will complete the near-term improvements promised by Caltrans at the March 2007 news conference.
Caltrans has completed installation of shoulder and median rumble strips, and has striped the entire centerline from Suisun City to Rio Vista as a double-yellow “No Passing” line. Changeable message and speed feedback signs have also been installed.

The next meeting of the SR 12 Steering Committee is set for September 27 at 9:30 a.m. at Suisun City Hall. The focus of this meeting will be actions taken to date and the status of future capacity and safety improvement studies.

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 Spering, Solano County Board of Supervisors
Mike Reagan, Solano County Board of Supervisors

In addition to the Steering Committee, there is a SR 12 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

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: August 13, 2007
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Bay Area Regional Rail Plan

Background:

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

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

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

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

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

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

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

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

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

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

Discussion:

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

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

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

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

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

Recommendation:

Informational.

Attachments:

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

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

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

Thank you.

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DATE: August 17, 2007
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: SR 113 Major Investment and Corridor Study Update

Background:

In 2006, the Solano Transportation Authority (STA) in partnership with the Metropolitan Transportation Commission (MTC), was one of four statewide agencies awarded a Partnership Planning Grant from Caltrans. The STA grant is to develop a major investment and corridor study for State Route (SR) 113. MTC and the STA were awarded a \$250,000 Partnership Planning Grant to complete the project with a required match of 20% (\$62,500).

The study has allowed the STA to form a partnership with Caltrans, MTC, Sacramento Area Council of Governments (SACOG), County of Solano, County of Yolo, City of Dixon, and the City of Davis to study multi-jurisdictional transportation improvement and safety needs along the SR 113 corridor in Solano County. The study area is all of SR 113 from I-80 to SR 12, and the southern portion of Yolo County. The project will study five specific segments along the SR 113 corridor:

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

In February 2007, the STA obtained the planning and engineering consultant services of Kimley Horn and Associates to assist in developing the study. A working group consisting of voting members from STA, Solano County, and the City of Dixon planning and public works staff with participants from the various agencies identified above.

Discussion:

The following activities have been accomplished since February 2007:

- *April 9th: Presentation to the Yolo County Transportation District (YCTD)*
Members of the YCTD Board invited STA staff to discuss the SR 113 study as it relates to SR 113 through Yolo County near the City of Davis. YCTD Board members are interested in potential improvements and impacts that the STA's SR 113 study will address just south of Davis near I-80.
- *April 26th: Kickoff meeting with SR 113 Working Group*
STA held a kickoff meeting to establish the partnership with the working group and the various participating agencies. The partnership/working group was introduced to the overall project scope, objectives and schedule. STA staff and the consultants clarified how the SR 113 study related to the STA's overall effort to study improvement needs for the freeway and highway corridors in Solano County.

- *July 31, 2007: 2nd SR 113 Working Group Meeting*
A Draft Existing Conditions report was distributed to the working group. The consultant presented accident data and an analysis of traffic origins and destinations related to the 113 corridor with current land use activities. The consultant also engaged the working group in preliminary discussions regarding potential alternative alignments to the existing SR 113 segment located at the City of Dixon.

The SR 113 Working Group is scheduled to meet again on September 27, 2007 to further discuss the potential alignments to the corridor. As part of the discussion, the consultant team will present traffic forecast and future land use assumptions. Also, STA staff is developing an outreach plan to discuss at the next working group meeting. The outreach plan will include a schedule for meetings with either a policy group specifically for SR 113 or the Arterials, Highways, and Freeways Subcommittee. The outreach plan will have tentative meeting dates for at least two (2) public workshops for public input.

Recommendation:

Informational.



DATE: August 20, 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

All cities in Solano County are participating in the Safe Routes to School Study. Between April and June, the STA helped schools conduct additional independent SR2S events, by providing large 22" x 34" maps of schools in addition to workshop materials found online at www.solanolinks.com. Four (4) schools were able to conduct their own SR2S Events: Dixon's Tremont Elementary (May 15th), Vacaville's Callison (June 5th) and Alamo (May 30th) Elementary, and Suisun City's Suisun Elementary (June 7th).

Discussion:

To increase the number of school conducting walking audits, the STA has offered to assist in the facilitation of these meetings during the months of August and September. The STA will help facilitate one (1) meeting per school district on a "first come/first serve" basis. Schools who request this assistance are responsible for the meeting's outreach and setup. STA staff will bring materials for the meeting, such as maps, toolkits, and presentation equipment.

The STA's SR2S consultants, Alta Planning + Design, will draft Local SR2S Plans for each city by the end of July. These plans will be reviewed by public works staff and school district staff before being recommended as a draft SR2S plan at local SR2S Community Task Force meetings in August, September, and October.

This additional outreach and local plan review periods may push the Final Countywide SR2S Plan adoption date from December 2007 to January or February 2008. The initial goal was to have the countywide plan adopted before the deadline to submit Federal Safe Routes to School grant applications, due by January 1, 2008. However, local SR2S plans

should be adopted before the end of the year, which will help make grant applications more competitive.

As part of the adopted STA SR2S Program goals, SR2S Program updates will be given on a regular basis. Attached is the “Safe Routes to School (SR2S) Program Status Report”, containing a countywide summary and the status of each community involved in the program.

Recommendation:
Informational.

Attachment:

- A. STA Safe Routes to School (SR2S) Program Status Report, 08-20-2007

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

08-20-2007

Phase 1 – Complete

Introductory Safe Routes to School (SR2S) STA Presentations to City Councils and School Boards

Phase 2 – Underway

Public Input Process

Community Task Forces	Next Meeting	Status
Benicia	Review Draft Benicia SR2S Plan 9/6/07	Local plan to be recommended to city council and school board.
Dixon	Review Draft Local SR2S Plan in September 2007	Local plan to be recommended to city council and school board.
Fairfield/Suisun	Review Draft Local SR2S Plan in August 2007	Local plan to be recommended to city council and school board.
Rio Vista	SR2S Event to be scheduled, possibly at Riverview Elementary School	Rio Vista/School Board Joint Use Ad-hoc Committee to be appointed by the city council and school board as the Safe Routes to School Community Task Force in Rio Vista.
Vacaville	Review Draft Local SR2S Plan in August 2007	Local plan to be recommended to city council and school board.
Vallejo	Review Draft Local SR2S Plan in August 2007	Local plan to be recommended to city council and school board.
County of Solano	To be determined.	Solano County Board of Supervisors roles not defined.

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 revised. Draft local plans will be reviewed by local community task forces in August, September, and October.

Between August and September, schools who have not conducted a SR2S planning event can request STA staff assistance to help facilitate the event. This assistance will be provided on a first-come/first-serve basis. SR2S Project and Program Recommendation Forms, which are filled out by school staff after an event, are due to the STA by September 25, 2007. STA Staff will also be conducting a student travel mode survey during August and September, with the aid of participating schools.

Phase 3 – Not underway

STA Countywide SR2S Study Development

The STA's Technical Advisory Committee (TAC), Bicycle Advisory Committee (BAC), and Pedestrian Advisory Committee (PAC) will review the countywide plan this fall and recommend the plan to the STA Board in either December 2007 or early 2008.

STA Committees	Target Meeting Dates
Technical, Bicycle, and Pedestrian Advisory Committees	Draft review, September 2007. 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.

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, 2007
 - Received update from Benicia’s SR2S representative
 - Discuss draft SR2S meeting timeline
 - Discuss details of task force agendas, roles, and responsibilities
- June 12, 2007
 - Receive countywide update on task forces from STA
 - Review draft outline of countywide SR2S plan
 - Review Federal SR2S Grant scoring criteria

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 their adoption in December, 2007.

- September 11, 2007
 - Receive countywide update on task forces from STA
 - Review draft text of countywide SR2S plan
 - Forward draft text to STA advisory committees for review
- November 13, 2007
 - Receive countywide update on task forces from STA
 - Review final draft countywide SR2S plan
 - Recommend STA Board Adoption of the STA Countywide SR2S Plan, after all local agencies have adopted local SR2S plans.

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	
City Council & School Board Liaison Committee	
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
City Traffic Pedestrian & Bicycle Safety Committee	
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	September 14, 2006 City Council/School Board Liaison Committee
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	October 19, 2006 Traffic Pedestrian and Bicycle Safety (TBPS) Committee, Benicia City Hall Commission Room, 7:00 pm
School Based Training Audit	November 28, 2006 Benicia High School 2:30pm to 5:00pm
Independent School Based Audits Conducted	<ul style="list-style-type: none"> • Jan 30, Benicia Middle School • All other schools completed June 2007

Second Community Task Force Meeting	<ul style="list-style-type: none"> STA presents Draft SR2S Plan for initial comments 	<ul style="list-style-type: none"> August 16, 2007 (TPBS Committee recommended a revised plan to the Liaison Committee for approval)
Third Community Task Force Meeting	<ul style="list-style-type: none"> Present Final SR2S Plan 	<ul style="list-style-type: none"> September 6, 2007 (City Council/School Board Liaison Committee)
Local Adoption of SR2S Plan		<ul style="list-style-type: none"> City Council Adoption, October 2007 School Board Adoption, October 2007

Private schools have been contacted for program inclusion:

Area	School name	Students	Grades
Benicia	Kinder-care Learn Center	75	PK- KG
Benicia	St Dominic Elementary School	336	PK-8

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		
Position	Name	Title
City Appointment	Mary Ann Courville	Mayor
Public Safety Rep	Tony Welch	Dixon Police Department
School Board Appt.	Chad Koopmeiners	Dixon Unified School District
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"> • Introductions, SR2S Process Overview 	February 28
School Based Training Audit	March 29 Principal's meeting April 18 Anderson Elementary School Event
Independent School Based Audits Conducted	April to September May 15 Tremont Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	Recommended: August 27th Also available: September 4th and 5th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	Recommended: October 3rd Also Available: October 1st, 2nd, and 10th
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School Board Adoption, November 2007

Benicia's private schools have been contacted for program inclusion:

Area	School name	Students	Grades
Dixon	Neighborhood Christian School	169	PK-8

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		
Position	Name	Title
City Appointment	Gian Aggerwal	Planning Commissioner
Public Safety Rep	Mark Schraer	Fairfield PD Traffic Division
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun 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.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	March 26 Principal’s meeting, April 26 Anna Kyle Elementary School Event
Independent School Based Audits Conducted	April - October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	Recommended: September 5th Also available: August 29th, September 11th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	Recommended: October 15th Also Available: October 4th, and 9th
Local Adoption of SR2S Plan	Fairfield City Council Adoption, November 2007 Fairfield Suisun USD, November 2007 Travis USD, November 2007

Fairfield's private schools have been contacted for program inclusion:

Area	School name	Students	Grades
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

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 – PENDING Rio Vista Joint Use Ad-hoc Committee to be appointed by city council and school board as Safe Routes to School Community Task Force		
Position	Name	Title
City Council Rep	Eddie Woodruff	Mayor of Rio Vista
City Council Rep	Cherie Cabral	Councilmember
City Dept Rep	Hector De La Rosa	City Manager
Public Works Rep	Brent Salmi	Public Works Director/City Engineer
Planning Dept Rep	Tom Bland	Community Development Director
Police Rep	Bill Bowen	Police Chief
Fire Rep	Mark Nelson	Fire Chief
School Board Rep	Marilyn Riley	School Board member
School Board Rep	Lee Williams	School Board member
School Superintendent	Alan Newell	School District Superintendent
School Facilities Rep	Wayne Rebstock	Director of Maintenance and Operations

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"> • Introductions, SR2S Process Overview 	May 9th
School Based Training Audit	May 23 Informal audit at D.H. White Elementary. August 2007, Formal Audit to be at Riverview Middle School: Recommended: September 27th Also Available: September 18 th , 19 th , 25 th , and 26 th
Independent School Based Audits Conducted	October
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	Recommended: October 25 th or 26 th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	November 2007
Local Adoption of SR2S Plan	City Council Adoption, Nov/Dec 2007 School District, Nov/Dec 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		
Position	Name	Title
City Appointment	Mike Hudson	Councilmember
Public Safety Rep	Bob Szmurlo	Suisun City Police Department
Fairfield/Suisun Rep	Kathy Marianno	Fairfield/Suisun School Board member
STA TAC Rep	Lee Evans	Interim Public Works Director
STA BAC Rep	Mike Segala	Councilmember
STA PAC Rep		

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

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	March 12
School Based Training Audit	March 26 Principal's meeting
Independent School Based Audits Conducted	April – October June 7 Suisun Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	Recommended: September 19th Also available: September 11th and 17th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	Recommended: October 29th Also Available: October 22nd and 23rd
Local Adoption of SR2S Plan	City Council Adoption, November 2007 Fairfield-Suisun USD, November 2007

Suisun's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
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

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

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 21
School Based Training Audit	March 13 & 27 Principal's meeting May 16 Will C. Wood High School event
Independent School Based Audits Conducted	May – September May 23 Alamo Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	Recommended: September 10th Also available: August 30th and September 12th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	Recommended: October 17th Also Available: October 11th, 15th and 22nd
Local Adoption of SR2S Plan	City Council Adoption, Oct/November 2007 Vacaville USD, Oct/November 2007

Vacaville's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
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

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		
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

Below are target dates for community task force meetings.

Meeting/Event	Dates
First Community Task Force Meeting <ul style="list-style-type: none"> • Introductions, SR2S Process Overview 	February 15
School Based Training Audit	March 5 Principal meeting, April 19 Steffan Manor Elementary event
Independent School Based Audits Conducted	March – September
Second Community Task Force Meeting <ul style="list-style-type: none"> • STA presents Draft SR2S Plan for initial comments 	Recommended: September 13th Also available: August 29th & September 12 th & 17 th
Third Community Task Force Meeting <ul style="list-style-type: none"> • Present Final SR2S Plan 	Recommended: October 24th Also Available: October 18th, 22nd, and 25th
Local Adoption of SR2S Plan	City Council Adoption, October 2007 School Board Adoption, October 2007

Vallejo's private schools to be contacted for program inclusion:

Area	School name	Students	Grades
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

County of Solano

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

Phase 1 – Introductory Presentations - COMPLETE

- Solano Community College, May 3, 2006
- 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	VACANT	
South County Rep	VACANT	

Solano County Board of Supervisors and Solano Community College representative roles in the Safe Routes to School Program are not defined.

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.

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.**

Walking audit information collected from private schools will be incorporated into the local area's SR2S Plan. Private institutions will be invited to the Safe Routes to School training audit in their area to aid them in conducting a future walking audit.

Concerning Solano Community College, other STA area plans and programs have the potential to be better suited to help increase safety as well as biking and walking to campus (e.g., the North Connector Transportation for Livable Communities Plan or the Solano Napa Community Information Program). Improvements and programs recommended through these other efforts will be incorporated into the STA's Safe Routes to School Program.



DATE: August 20, 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 5 project delivery reminders for the TAC:

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

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

Projects in MTC's FY 2006-07 Federal Obligation Plan			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL010021	Benicia - West "K" Street Rehabilitation	Revised E-76 request and award package sent to Caltrans HQ August 15, 2007.
Fairfield	SOL010023	Hilborn Road Rehabilitation	Revised E-76 request and award package sent to Caltrans HQ August 15, 2007.

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

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

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

Federally Funded projects* with funds from STA Funding Programs in FY 2007-08 and FY 2008-09 to be amended into the TIP				
Agency	Project	STA Funding Program	2007-09 Total Federal Funds	Planned E-76 Request Date
Benicia	State Park Road Overcrossing	Bike/Ped	\$671,000	Required by March 2009
Benicia	State Park Road Overcrossing	TLC Capital	\$1,000,000	Required by March 2009
Fairfield	McGary Road Regional Bike Path	Bike/Ped	\$640,000	Required by March 2009
Fairfield	West Texas Street Gateway Project	Bike/Ped	\$85,000	February 2008
Solano County	Old Town Cordelia Improvement Project	TLC Capital	\$500,000	Required by March 2009
Solano County	Vacaville-Dixon Bikeway Phase II	Bike/Ped	\$343,000	January 2008
Solano County	Vacaville-Dixon Bikeway Phase III	Bike/Ped	\$337,000	Required by March 2009
Vacaville	Nob Hill Bike Path	Bike/Ped	\$300,000	March 2008
Vacaville	Ulatis Creek Bike Path (Allison to I-80)	Bike/Ped	\$169,000	Required by March 2009
Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	Bike/Ped	\$37,098	March 2007

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

Projects that are programmed in FY 2008-09 have the opportunity to advance their projects into FY 2007-08 using the remaining programming capacity (see "Obligating and Advancing Fiscal Year 2008-09 Projects" staff report). Projects that are advanced in this fashion will be held to FY 2008-09 project delivery deadlines and given the flexibility to request obligation sooner using FY 2007-08 obligation authority.

2. Inactive Obligations

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

June 2007 Inactive Projects (and projects carried over from March 2007 period)			
<ul style="list-style-type: none"> • Submit an invoice by August 9, 2007 • Submit a justification form or deobligation request by August 29, 2007. 			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Traffic Signal 190	\$24,771.00	In final voucher process

Projects that will become inactive by September 2007			
Vacaville	Nut Tree Rd from Ulatis Dr to Orange Dr, AC Overlay	\$645,000	Invoice sent early August.
Projects that will become inactive by December 2007			
Solano County	Cook Lane At Baker Slough Bridge Replacement (BRLO 923145)	\$0	Need to close out project
Solano County	Pleasants Valley Rd; Cherry Glen To Foothill, Road Rehabilitation (STPL 923527)	\$0	Need to close out project
Solano County	Abernathy Rd From Fairfield's Linear Park North, Bike Path (CML 923526)	\$0	Need to close out project

3. STA Project Delivery Working Group, June 26, 2007:
The Solano PDWG agenda for August 28 will be emailed out to PDWG and TAC members by August 23 for their review.

Recommendation:
Informational.

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DATE: August 17, 2007
TO: STA TAC
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Commute Challenge Update

Background:

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

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

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

Discussion:

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

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

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

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

Fiscal Impact:

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

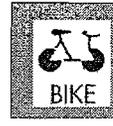
Recommendation:

Informational.

Attachments:

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

SOLANO COMMUTE CHALLENGE



HOW TO ENTER:

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

EMPLOYER CHALLENGE FORM

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

Company Name: _____

Your Name: _____

Your Title: _____

Company Mailing Address: _____

City: _____ Zip: _____

Work Phone: _____

Fax: _____

E-mail: _____

of employees: _____

Approx # of employees currently using Commute Alternatives: _____

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

Hard Copy (paper) E-mail

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

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

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

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

SOLANO COMMUTE CHALLENGE

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



Employer/Transportation Coordinator Challenge:

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

Rewards for Employer/Transportation Coordinators (YOU!):

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

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

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

Rewards for your Employees:

- ♦ Meet the Challenge-Be a Commute Champion! Use a Commute Alternative 30 times between July 1 and October 31 - In addition to saving money, time and stress, receive \$50 in Commute Bucks*, plus entry in a Local Prize Drawing for prizes worth \$100, like gift cards for home improvement and electronic stores, local restaurants and a spa package.
- ♦ Be the Most Outstanding Commuter - Use a commute alternative more than anyone at your company - and win \$100 in Commute Bucks*, plus entry in the Grand Prize Drawing for a \$500 Prize of Commute Bucks*.

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

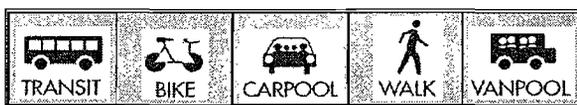
*Commute Bucks are your choice of gas cards, transit passes, or gift cards from a local bike shop or athletic shoe store.

Solano Commute Challenge
Results as of 8/17/07

25 employers
161 registered employees

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

SOLANO COMMUTE CHALLENGE MONTHLY COMMUTE LOG



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

For the Month of: _____

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

Daily Commute Mileage: _____

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

Name (printed) & Signature required

Date

Employer Name

Employer Address

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



DATE: August 10, 2007
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Solano Countywide Pedestrian Plan Update: Pedestrian Priority Projects List

Background:

The Solano Countywide Pedestrian Plan was developed through the efforts and guidance of the Solano Transportation Authority (STA), Landpeople (consultants for the Countywide Pedestrian Plan), and the Solano Pedestrian Advisory Committee (PAC). The Countywide Pedestrian Plan was recommended and approved by the PAC in September 2004 followed by STA Board adoption in October 2004. The plan is the first effort in the Bay Area to identify pedestrian projects on a countywide basis. The STA was given an award by the Northern California Chapter of the American Planning Association (APA) for the development and implementation of this Pedestrian Plan.

Staff from Solano County and the seven cities initially identified the pedestrian priority projects included in the current Solano Countywide Pedestrian Plan. With an increased portion of funding available for pedestrian facilities in Solano County, the PAC requested to revisit and reprioritize the current list of pedestrian projects. Per that request, the STA Board issued a call for any new or revised pedestrian projects on October 11, 2006. Initially, the updated list of pedestrian priority projects was tentatively scheduled to be included as an action item for recommendation to the STA Board at the November 16, 2006 PAC meeting. However, the complete revision of the pedestrian priority projects list has since experienced delays (See Attachment A for a summary of PAC activities).

Discussion:

On July 10, 2007, Larry Mork, Eva Laevastu, and Pat Moran participated on the PAC sub-committee to review the project application scores. The PAC sub-committee agreed upon a top priority projects list that includes seven (7) projects. STA staff clarified applications regarding multi-jurisdictional projects and recommended the group consider including the North Connector TLC Corridor in the priority projects list. After an extensive discussion, the group recommended the following seven (7) pedestrian projects as the top priority projects for the Solano Countywide Pedestrian Plan Update (in order):

1. Rio Vista Waterfront Plan and Improvement;
2. Benicia State Park Road Bike and Pedestrian Bridge;
3. Solano County Old Town Cordelia Improvement;
4. North Connector TLC Corridor (multi-jurisdictional);
5. Dixon West "B" Street Pedestrian Grade Separation;
6. Vallejo Ferry Station Pedestrian and Streetscape; and
7. Fairfield West Texas Street Gateway

The remaining project submittals were recommended by the group to be included in the Countywide Pedestrian Plan updated list of countywide significant pedestrian projects (See Attachment B).

On July 19, 2007, the PAC was scheduled to meet and discuss the recommendations made by the sub-committee members. At this meeting, the goal was for the PAC to provide a recommendation to the STA Board. However, a quorum of committee members was not present, thus no action could be taken. In absence of a quorum, the consensus among committee members who were present was to postpone the action until their next meeting on September 20, 2007 at 6:00 p.m. Interested TAC Members are encouraged to attend this meeting.

Recommendation:
Informational.

Attachments:

- A. Summary of PAC Activities
- B. Priority Projects List

Summary of PAC Activities:

Date of PAC Meeting	PAC Activities Related to Pedestrian Project Prioritization
October 11, 2006	STA Board Call for Projects
November 9, 2006	Action postponed by the PAC. An unexpected volume of new projects was received; additional time was requested by PAC to score projects.
December 2006	No Meeting.
January 18, 2007	Action postponed by the PAC a second time. Project sponsors presented their projects and, in light of additional information provided in presentations, additional time was requested by the PAC to score projects. Also, not all PAC members completed their scores.
February 2007	No Meeting
March 8, 2007	Joint meeting with BAC; did not discuss pedestrian projects. The primary discussion topic at this meeting was the North Connector TLC Corridor Concept Plan.
April 2007	No Meeting
May 17, 2007	Action postponed by the PAC a third time. To finalize the recommendation, the PAC appointed a sub-committee to develop a priority projects list for July 19, 2007 meeting.
June 2007	No Meeting
July 19, 2007	Action postponed by PAC to September 20, 2007 PAC meeting. The recommendation was finalized for PAC approval; however, a quorum was not present. In the absence of a quorum, action was postponed by PAC one last time.

The PAC's regular meeting is scheduled for every third Thursday of every odd month. The first PAC meeting for review of the pedestrian priority projects list was on November 9, 2006. The next PAC meeting is scheduled for September 20, 2007.

PAC Priority Projects List:

	Sponsoring Agency	Project Name
1	City of Rio Vista	Rio Vista Waterfront Plan and Improvement Project
2	City of Benicia	State Park Road Bike and Pedestrian Bridge
3	Solano County	Old Town Cordelia Improvement project
4	City of Dixon	West "B" Street Pedestrian Grade Separation Project
5	Multi- jurisdictional	North Connector Multi-Use Path
6	Vallejo Public Works	Vallejo Ferry Station Pedestrian and Streetscape Enhancements
7	City of Fairfield - Public Works	West Texas Street Gateway Project
	City of Dixon	Transportation Center Rail Station Improvements
	City of Dixon	Downtown Dixon Streetscape Program
	City of Fairfield - Public Works	Jefferson Street Corridor Pedestrian Project
	City of Fairfield - Public Works	Linear Park Dover to Peabody Project
	City of Fairfield - Public Works	Civic Center-to-Downtown Fairfield Pedestrian Enhancements Project
	City of Fairfield - Public Works	Linear Park Crossings Traffic Calming Project
	City of Rio Vista	Citywide Loop
	Multi- jurisdictional	Jepson Parkway Project
	Multi- jurisdictional	McGary Road Project
	Solano County	Homeacres Avenue Improvement Project
	Solano County	Jepson Parkway Multi-use Path
	Solano County	English Hills Multi-Use Path
	Solano County	Vacaville – Dixon Bike Route
	Suisun City Public Works	The Railroad and Sunset Avenue Widening and Realignment
	Vacaville Department of Housing Redevelopment	Creek Walk Extension
	Vallejo Public Works	Vallejo Station Pedestrian and Bicycle Links Project
	Vallejo Public Works	Downtown Vallejo renaissance Project
	Vallejo Public Works	Mare Island Bicycle and Pedestrian Access Improvements



DATE: August 17, 2007
 TO: STA TAC
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

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

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

*New funding opportunity

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

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

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

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

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

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

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

Examples:

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

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

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

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



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

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

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

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

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

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

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

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

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

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



FUNDING OPPORTUNITY

Caltrans Transportation Planning Grant
Environmental Justice: Context-Sensitive Planning

Due October 13, 2007

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Applicants: Cities, counties, transit districts and Native American Tribal Governments.
Sub-applicants: Non-profits, Community Based Organizations, Local Transportation Commissions, etc.

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

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

Eligible Projects:

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

Examples:

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

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

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

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



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

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

- Eligible Project Sponsors: Cities, counties, transit districts and Public Entities. Sub recipients: Non-profits, Private Sector entities, Universities, etc.
- Program Description: Funds transportation and land use planning that promote public participation and support livable community concepts.
- Funding Available: \$3 million from the State Highway Account for FY 06/07. Maximum grant amount is \$300,000. A local match equal to 20% of the grant request is required, of which half may be in-kind.
- Eligible Projects:
- Long-term sustainable community/economic development growth studies or plans
 - Safe, innovative, and complete pedestrian/bicycle/transit linkage studies or plans
 - Community to school linkage studies or plans
 - Jobs and affordable housing proximity studies or plans
 - Transit Oriented/Adjacent Development or “transit village” studies or plans
 - Community transit facility/infrastructure studies or plans
 - Mixed-land use development studies or plans
 - Form-based or smart code development
 - Context sensitive streetscapes or town center studies or plans
 - Grid street system studies or plans
 - Community revitalization studies or plans
 - Context sensitive community development planning
 - Studies for community-friendly goods movement transportation corridors, ports, and airports
- Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>
- Program Contact Person: Beth Thomas, Caltrans District 4, (510) 286-7227
- STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075
swoo@sta-snci.com
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FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5303 Partnership Planning
Due October 13, 2007

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

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

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

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

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

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

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



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

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

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

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

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

Example:

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

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

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

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



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

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

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

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

Eligible Projects:

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

Example:

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

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

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

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



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

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

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

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

Eligible Projects:

- Training manuals
- Internships

Example:

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

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

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

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



FUNDING OPPORTUNITY

San Francisco Bay Trails Project

No Due Date; Applications Open Until Available Funding is Exhausted

TO: STA TAC
FROM: Sara Woo, Planning Assistant

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

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

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

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

Eligible Projects: Projects with San Francisco Bay Trails.

Examples:

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

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

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

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



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

Background:

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2007**

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