



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA**

**1:30 p.m., Wednesday, September 26, 2007  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585**

Members:

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

**ITEM**

**STAFF PERSON**

**I. CALL TO ORDER**

Daryl Halls, Chair

**II. APPROVAL OF AGENDA**

**III. OPPORTUNITY FOR PUBLIC COMMENT  
(1:30 -1:35 p.m.)**

**IV. REPORTS FROM CALTRANS, METROPOLITAN  
TRANSPORTATION COMMISSION (MTC), AND STA STAFF  
1. Freeway Performance Initiative (FPI) Update  
(1:35 -1:45 p.m.)**

MTC

**V. CONSENT CALENDAR**

*Recommendation: Approve the following consent items in one motion.  
(1:45 – 1:50 p.m.)*

**A. Minutes of the TAC Meeting of August 29, 2007**  
*Recommendation:  
Approve minutes of August 29, 2007.  
Pg. 1*

Johanna Masielat

**B. Regional Policy for Paratransit Funding**  
*Recommendation:  
Support requesting MTC dedicate increased State Transit  
Assistance Funds for Regional Paratransit purposes.  
Pg. 7*

Elizabeth Richards

**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

## VI. ACTION FINANCIAL ITEMS

**A. 2008 State Transportation Improvement Program (STIP)  
Fund Estimate and Proposed Programming Priorities**

Janet Adams

Recommendation:

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

(1:50 – 2:05 p.m.)

**Pg. 15**

**B. Solano Transportation for Livable Communities (TLC)  
Program Implementation Plan**

Robert Guerrero

Recommendation:

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

- 1. Direct STA staff to work with the Alternative Modes Committee to develop a TLC Program Implementation Plan; and*
- 2. The TLC Funding Plan for the Rio Vista TLC Waterfront Project.*

(2:05 – 2:10 p.m.)

**Pg. 21**

**C. Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan**

Sara Woo

Recommendation:

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

- 1. Approve the Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan with the projects and associated funding amounts from each program as specified in Attachment A; and*
- 2. Authorize project sponsors to advance SBPP funding available to their project from FY 2008-09 provided that the project is ready to be implemented.*

(2:10 – 2:20 p.m.)

**Pg. 23**

## VII. ACTION NON-FINANCIAL ITEMS

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

Elizabeth Richards

Recommendation:

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

(2:20 – 2:30 p.m.)

**Pg. 27**

- B. Comprehensive Transportation Plan (CTP) Update** Robert Macaulay  
*Recommendation:*  
*Forward a recommendation to the STA Board to adopt the attached schedule for updating the Solano Comprehensive Transportation Plan.*  
(2:30 – 2:35 p.m.)  
**Pg. 37**

## VIII. INFORMATIONAL ITEMS

- A. 10-Year Investment Plan for Highways, Transit Facilities and Transit Fleet Capital Needs** Janet Adams  
*Informational*  
(2:35 – 2:45 p.m.)  
**Pg. 41**
- B. Safe Routes to School (SR2S) Update** Sam Shelton  
*Informational*  
(2:45 – 2:55 p.m.)  
**Pg. 55**

### NO DISCUSSION

- C. Legislative Update** Jayne Bauer  
*Informational*  
**Pg. 77**
- D. Solano Napa Travel Model Demand** Robert Macaulay  
*Informational*  
**Pg. 143**
- E. State Route (SR) 12 Status Update** Robert Macaulay  
*Informational*  
**Pg. 145**
- F. Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY) 2006-07** Susan Furtado  
*Informational*  
**Pg. 147**
- G. Project Delivery Update** Sam Shelton  
*Informational*  
**Pg. 149**
- H. Fiscal Year (FY) 2007-08 Transportation Development Act (TDA) Distribution for Solano County – Fund Estimate Update** Elizabeth Richards  
*Informational*  
**Pg. 173**

- I. Route 30 Performance Update for Fiscal Year (FY) 2006-07**  
*Informational*  
**Pg. 177** Elizabeth Niedziela
- J. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2006-07 Year-End Report**  
*Informational*  
**Pg. 179** Judy Leaks
- K. Funding Opportunities Summary**  
*Informational*  
**Pg. 195** Sara Woo
- L. STA Board Highlights – September 12, 2007**  
*Informational*  
**Pg. 209** Johanna Masiclat
- M. Updated STA Board and Advisory Committee Meeting Schedule for 2007**  
*Informational*  
**Pg. 217** Johanna Masiclat

**IX. ADJOURNMENT**

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

### III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

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

**Caltrans:** Cameron Oakes introduced to the STA TAC Caltrans' new planning liaison, Ngozi Ezekwo.

**MTC:** MTC's Mike Kerns and MTC Consultant Tom Biggs, PBS&J, provided a status update to the Freeway Performance Initiative (FPI) Vision for I-80 in Solano County.

**STA:** Janet Adams announced the public release of the environmental document for State Route (SR) 12 Jameson Canyon Road and SR 29/12 Interchange Projects.

Jayne Bauer reminded the TAC that nominations for STA's 10<sup>th</sup> Annual Awards were e-mailed last week and that the deadline to submit nominations is Friday, August 31, 2007.

### V. CONSENT CALENDAR

On a motion by Fernando Bravo, and a second by Dan Schiada, the STA TAC approved Consent Calendar items A, B, and F. Items C, D and E were pulled for discussion.

#### A. **Minutes of the TAC Meeting June 27, 2007**

Recommendation:

Approve minutes of June 27, 2007.

#### B. **State Route (SR) 12 Jameson Canyon Letter of Support**

Recommendation:

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

#### C. **This item was pulled for comment by Mike Duncan to clarify one of the Proposition 1B categories pertaining to transit bond funds.**

**Legislative Update**

Recommendation:

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

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

#### D. **This item was pulled for discussion by Daryl Halls to allow additional discussion on the basis for the staff recommendation.**

**Solano Transportation for Livable Communities (TLC) Capital Grants**

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.

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

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.

**F. This item was pulled for discussion by Mike Duncan to request an update by STA staff regarding BAAQMD allowing these funds to be used more flexibly.**

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

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.

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

On a motion by Dale Pfeiffer, and a second by Mike Duncan, the STA TAC unanimously approved item D.

**VI. ACTION ITEMS - FINANCIAL**

**A. 2008 State Transportation Improvement Program (STIP) Fund Estimate and Planning, Programming and Monitoring (PPM) Commitment**

Janet Adams reviewed STA’s STIP PPM 4-Year Work Plan. She cited that the 2008 STIP provides funding in the outer two-years of the STIP cycle and as a result, the PPM funding for these outer years has not yet been programmed to the full 5%. She indicated that these PPM funds will provide the STA Board with resources to expedite the delivery of projects as well as having the flexibility to respond to changing needs.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to program 5% of the 2008 STIP Highway Funds to PPM activities.

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

**B. 2008 State Transportation Improvement Program (STIP) Swap**

Janet Adams and Robert Macaulay reviewed the STIP Swap Work Plan and the recommendation to swap \$1.9 million in 2008 STIP funds for STP funds. Robert Macaulay indicated that these funds would be used toward completing over the next three years work detailed in the draft work plan. He noted that this action would also result in a fully funded forty (40) item STA Overall Work Plan.

Mike Duncan requested STA staff clarify if the STIP swap funds could come from highway or transit STIP funds. Daryl Halls stated it is STA's intent to have these funds come off the entire STIP share, as the proposed work benefits both highway and transit projects.

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.

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

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

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

Recommendation:

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

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

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

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

Elizabeth Richards and STA's Transit Consultant, John Harris (John Harris Consulting) provided a status update on the progress of the Transit Consolidation Study Phase I and Phase II Scope of Work. She stated that further refinements were requested and the Findings and Options Reports would be modified further. She indicated that the Transit Consolidation Steering Committee (consisting of the Mayors and City Managers of the Cities of Benicia, Fairfield, Suisun City, and Vallejo) will plan to have their first meeting to be held in mid-September.

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.

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

**VII. ACTION ITEMS - NON-FINANCIAL**

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

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

Recommendation:

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

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

**B. North Connector Transportation for Livable Communities (TLC) Draft Corridor Concept Plan**

Robert Guerrero stated that all comments received will be considered in the development of the final North Connector TLC Corridor Concept Plan. He indicated that pending Board approval to release the draft for public comment, the deadline for comments will be October 12, 2007.

Mike Duncan complimented Robert Guerrero and the consultant for their work on the plan.

Recommendation:

Forward a recommendation to the STA Board to release the 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.

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

**VIII. INFORMATION ITEMS - DISCUSSION**

**A. 10-Year Funding Outlook for Highway and Transit Facilities**

Janet Adams outlined the development of a 10-year funding plan for both highway element projects and transit projects. She stated that the plan will consider projects that can be fully funded and constructed over the next ten years with a tier one goal of construction and a full funding plan of within five (5) years.

**B. Obligating and Advancing Fiscal Year (FY) 2008-09 Projects**

Sam Shelton stated that with the last year of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legal for Users (SAFETEA-LU) approaching (FY 2008-09), MTC is recommending that projects with funds programmed in FY 2008-09 request to advance their projects in FY 2007-08. He stated that projects planned to be delivered in FY 2008-09 need to request an obligation before the March 1, 2009 deadline, in order to safeguard their funding.

**INFORMATION ITEMS - NO DISCUSSION**

**C. 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**

**D. State Route (SR) 12 Status Update**

**E. Bay Area Regional Rail Plan**

**F. SR 113 Major Investment and Corridor Study Update**

**G. Safe Routes to School (SR2S) Update**

**H. Project Delivery Update**

**I. Funding Opportunities Summary**

**J. STA Board Meeting Highlights – July 11, 2007**

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

**IX. ADJOURNMENT**

The meeting was adjourned at 3:00 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, September 26, 2007.



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

**Background:**

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

**Discussion:**

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

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

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

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

**Fiscal Impact:**

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

**Recommendation:**

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

Attachment:

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



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort Metro Center  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
TDD/TTY: 510.464.7769  
Fax: 510.464.7848

## *Memorandum*

DATE: September 17, 2007

TO: Partnership Technical Advisory Committee

FR: Anne Richman

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

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

### **Background**

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

#### *STA Base Policy*

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

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

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

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

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

#### *Proposition 42*

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

**Proposition 1B – Regional Transit Program**

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

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

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

**Consolidated Formula**

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

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

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

Normalize the program and assist operators in financial planning

Provide distribution clarity and reliability to transit agencies and MTC

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

**Summary of Existing and Proposed Policies**

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

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

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

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

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

## **Methodology**

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

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

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

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

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

## **Spillover**

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

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

## **Next Steps**

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

Feel free to contact Kenneth Folan at 510.817.5804 or [kfolan@mtc.ca.gov](mailto:kfolan@mtc.ca.gov) with input or questions.

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

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

(Adopted June 27, 2007)

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

<b>GRAND TOTAL</b>	<b>62.0</b>	<b>43.0</b>	<b>67.0</b>	<b>26.0</b>	<b>198.0</b>
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**GRAND TOTAL**

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

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

8/29/2007

**ATTACHMENT B**

**Proposition 1B - Regional Transit Program  
Prop 42 Increment - \$181 Million  
10-Year FY 2009 - 2018**

(Adopted June 27, 2007)

	Existing Commitments		New Funding		Total
	Lifeline \$91 Million	Translink \$44 Million	North/Small Ops \$41 Million	Lifeline \$5 Million	Prop 42 Increment
Northern Counties/ Small Operators					
Marin			4.4		4.4
Napa			2.3		2.3
Solano (includes Vallejo)			7.3		7.3
Sonoma			8.3		8.3
CCCTA			8.4		8.4
ECCTA			1.7		1.7
LAVTA			3.3		3.3
Union City			1.2		1.2
WestCat			1.2		1.2
<b>SUBTOTAL</b>			<b>41.0</b>		<b>41.0</b>
County					
Alameda	24.9			1.4	26.6
Contra Costa	11.4			0.6	12.1
Marin	2.5			0.1	2.6
Napa	1.5			0.1	1.6
San Francisco	13.7			0.8	14.6
San Mateo	6.5			0.4	6.9
Santa Clara	19.7			1.1	21.0
Solano	5.0			0.3	5.3
Sonoma	5.7			0.3	6.1
<b>SUBTOTAL</b>	<b>91.0</b>			<b>5.0</b>	<b>96.0</b>
MTC TransLink®		44.0			44.0

<b>GRAND TOTAL</b>	<b>91.0</b>	<b>44.0</b>	<b>41.0</b>	<b>5.0</b>	<b>181.0</b>
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GRAND TOTAL 8/29/2007

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

**Background:**

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

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

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

**Discussion:**

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

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

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

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

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

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

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

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

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

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

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

**Fiscal Impact:**

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

**Recommendation:**

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

Attachment:

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

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## DRAFT 2008 STIP FUND ESTIMATE Summary of Targets and Shares

(\$1,000's)

County	2008 STIP Programming				Maximum Estimated Share through 2015-16
	Base Share Through 2011-12	Highway Target Target through 2012-13	TE Target Target through 2012-13	Total Target Target through 2012-13	
Alameda	12,881	30,192	2,751	43,127	125,174
Alpine - Amador - Calaveras	2,923	5,848	465	8,032	21,892
Butte	1,808	5,122	526	7,598	23,305
Colusa	3,234	4,515	138	5,166	9,292
Contra Costa	9,959	21,352	1,782	29,732	82,889
Del Norte	2,782	4,109	134	4,735	8,709
El Dorado LTC	0	692	337	2,275	12,313
Fresno	31,854	44,376	1,906	53,340	110,203
Glenn	3,791	4,836	147	5,530	9,936
Humboldt	4,745	11,752	532	14,257	30,139
Imperial	23,155	28,760	891	32,948	59,514
Inyo	8,754	13,778	721	17,171	38,685
Kern	17,420	58,839	2,497	70,582	145,063
Kings	9,982	13,490	373	15,242	26,356
Lake	6,867	8,310	229	9,388	16,227
Lassen	4,557	7,090	337	8,878	18,747
Los Angeles	0	53,881	16,837	133,072	635,378
Madera	3,530	5,867	387	7,454	17,525
Marin	0	0	521	0	0
Mariposa	2,874	5,714	138	6,361	10,462
Mendocino	4,886	8,041	501	10,398	25,351
Merced	6,996	10,815	606	13,667	31,763
Modoc	3,507	4,635	180	5,478	10,824
Mono	11,144	14,508	535	17,021	32,965
Monterey	1,146	7,371	976	11,959	41,061
Napa	0	1,399	323	2,918	12,556
Nevada	3,396	5,189	285	5,529	15,027
Orange	8,117	40,083	5,078	63,969	215,478
Placer TPA	0	0	535	0	0
Plumas	9,452	10,749	204	11,707	17,784
Riverside	0	0	3,639	10,422	118,967
Sacramento	14,439	29,305	2,362	40,414	110,877
San Benito	0	343	177	1,174	6,444
San Bernardino	50,278	85,256	4,728	107,495	248,556
San Diego	0	0	5,566	13,408	179,455
San Francisco	50,780	59,637	1,407	66,254	108,230
San Joaquin	12,813	26,597	1,236	32,413	69,296
San Luis Obispo	17,286	23,540	994	28,314	57,956
San Mateo	17,380	26,571	1,460	33,439	77,002
Santa Barbara	12,186	19,797	1,130	25,114	58,843
Santa Clara	0	0	3,221	5,367	101,460
Santa Cruz	54	5,357	561	7,997	24,741
Shasta	5,110	8,911	576	11,622	28,812
Sierra	365	971	95	1,421	4,272
Siskiyou	3,833	6,340	398	8,212	20,085
Solano	4,541	10,424	844	14,390	39,548
Sonoma	0	0	1,028	0	21,963
Stanislaus	14,513	21,295	958	25,800	54,377
Sutter	352	1,713	217	2,731	9,184
Tahoe RPA	4,238	6,406	141	7,071	11,287
Tehama	4,770	7,635	290	8,998	17,548
Trinity	4,382	5,684	207	6,657	12,829
Tulare	14,225	21,661	1,172	27,171	62,127
Tuolumne	832	2,579	234	3,681	10,668
Ventura	19,066	30,008	1,664	37,332	87,466
Yolo	737	3,546	462	5,819	19,605
Yuba	765	1,917	165	2,695	7,633
<b>Statewide Regional</b>	<b>452,805</b>	<b>837,006</b>	<b>75,754</b>	<b>1,154,245</b>	<b>3,373,949</b>
<b>Interregional</b>	<b>140,195</b>	<b>310,994</b>	<b>25,250</b>	<b>429,755</b>	<b>1,183,051</b>
<b>TOTAL</b>	<b>593,000</b>	<b>1,148,000</b>	<b>101,004</b>	<b>1,584,000</b>	<b>4,557,000</b>

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

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

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

Highway Funds:

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

Base Share (Thought to ultimately be PTA Funds)

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



DATE: September 18, 2007  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Solano Transportation for Livable Communities (TLC) Program Implementation Plan

**Background:**

The Solano TLC Grants are provided by Transportation Enhancements (TE) funds, Congestion Mitigation Air Quality (CMAQ) Improvement Program funds (as part of the county share of MTC's Regional TLC Program), and Eastern Congestion Mitigation Air Quality (ECMAQ) Improvement Program funds. All three sources included Federal funding and have a funding obligation process which involves the Metropolitan Transportation Commission (MTC) and Caltrans. The federal transportation bill expires in FY 08-09; however, STA staff anticipates the funding for the TLC program will continue at an amount similar to the current amount received when the federal transportation bill is reauthorized.

On September 12, 2007, the Solano Transportation Authority (STA) Board approved \$895,800 in Solano TLC funds for the City of Fairfield's Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project and City of Vacaville's Downtown Creekwalk Extension Project. The STA Board previously approved \$1,872,000 for three other TLC projects, which brings the total allocation of TLC capital funds from Fiscal Year (FY) 2006-07 to FY 2008-09 to \$2,767,000.

**Discussion:**

As part of the action on September 12, 2007, the STA Board approved Rio Vista's Waterfront Pedestrian Access Project as a priority for future TLC funds, provided that the City of Rio Vista demonstrates progress in addressing environmental concerns. STA staff is in the process of developing a TLC funding plan specifically for Rio Vista's project to comply with the STA Board direction. The Rio Vista TLC Waterfront Project Funding Plan will include options available with future CMAQ, TE, and ECMAQ funds, plus potential Clean Air Funds provided by the Yolo Solano Air Quality Management District. Rio Vista's Funding Plan will likely include competitive regional, state-wide and federal grant opportunities.

STA staff is aware that other TLC projects will be ready to construct by the next TLC allocation cycle. STA staff is recommending to coordinate with the STA Board's Alternative Modes Subcommittee to develop a TLC Program Implementation Plan. The TLC Program Implementation Plan will include the Rio Vista TLC Waterfront Project Funding Plan recommendations and will address the following issues prior to the next call for TLC projects:

- TLC funding timeline and fund estimates
- Update criteria for scoring TLC project applications
- Prioritization of upcoming TLC projects
- Solano Countywide TLC Plan Update

The next Solano TLC capital funding allocation is expected to be available FY 2009-10 and FY 2010-11 with a STA call for Solano TLC projects expected sometime during FY 2008-09.

**Fiscal Impact:**

None to the STA General Fund. The recommendation is to prepare for future allocations of TE, CMAQ, ECMAQ and possibly Clean Air Funds for future Solano TLC Capital grants.

**Recommendation:**

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

1. Direct STA staff to work with the Alternative Modes Committee to develop a TLC Program Implementation Plan; and
2. The TLC Funding Plan for the Rio Vista TLC Waterfront Project.



DATE: September 13, 2007  
TO: STA TAC  
FROM: Sara Woo, Planning Assistant  
RE: Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan Approval

**Background:**

The Solano Bicycle Pedestrian Program (SBPP) guides the funding of priority bicycle and pedestrian projects countywide. The SBPP funds bicycle and pedestrian projects through three funding sources:

- Transportation Development Act (TDA) Article-3 funds
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds (as part of the Metropolitan Transportation Commission's (MTC) Bicycle and Pedestrian Program)
- Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program funds

To assist in recommending funding for the program, the Solano Pedestrian Advisory Committee (PAC) and Solano Bicycle Advisory Committee (BAC) created a 3-year implementation plan that consists of funding for countywide significant bicycle and pedestrian projects. Attachment A is the current 3-Year Plan. The 3-Year Plan will be reviewed annually to insure that the projects currently on the list are still eligible, can still be constructed, and have not changed in scope, as part of the program's adopted guidelines.

**Discussion:**

Two of the three funding sources for the SBPP program include a federal element. Due to the impending shortfall of obligation authority of federal funds in Fiscal Year (FY) 2008-09, funding available for FY 2008-09 projects has the potential to be lost. Project sponsors have expressed interest in having the flexibility of advancing SBPP projects as listed in the 3-Year Plan from FY 2008-09 to FY 2007-08. Although the BAC and PAC have approved the 3-Year Plan, the STA Board has not formally approved it. STA staff recommends the Board adopt the SBPP 3-Year Plan so that the STA can program the funding into the Transportation Improvement Program (TIP) and project sponsors can advocate projects contained in the SBPP 3-Year Plan so that the STA can program the funding into the SBPP 3-Year Plan.

The BAC and PAC members will still have an opportunity to review these projects in January 2008, before these funds are programmed, and recommend funding changes if warranted. STA staff can then amend the TIP funding plans accordingly, assuming that the STA Board adopts any BAC and PAC recommended changes. STA staff informed the BAC and PAC about this recommendation at their September 6<sup>th</sup> and 20<sup>th</sup> meetings respectively.

**Fiscal Impact:**

The SBPP program is funded through the TDA Article 3, ECMAQ, and Countywide Bicycle and Pedestrian funds (CMAQ). By approving the SBPP 3-Year Plan, the STA Board will approve the funding as specified in Attachment A.

**Recommendation:**

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

1. Approve the Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan with the projects and associated funding amounts from each program as specified in Attachment A; and
2. Authorize project sponsors to advance SBPP funding available to their project from FY 2008-09 provided that the project is ready to be implemented.

Attachment:

- A. SBPP Program 3-Year Implementation Plan
- B. Summary of SBPP Program Project Funding Totals

**ATTACHMENT A**

**Current Solano Bicycle Pedestrian Program (SBPP) 3-Year Plan**

Mode Application	Priority		Sponsor	Project	Request	TDA	Funding Sources		TOTAL SBPP
	BAC	PAC					MTC	ECMAQ	
<b>FY 2006/07</b>					<b>\$275,000.00</b>	<b>\$302,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>302,000.00</b>
Ped		2.3	Fairfield	Union Avenue Corridor, Phase II	\$100,000.00	\$25,000.00			\$25,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$50,000.00	\$50,000.00			\$50,000.00
Bike	2.5		Solano County	Abernathy Road Bridge	\$100,000.00	\$50,000.00			\$50,000.00
Bike	1.1	1.6	Solano County	McGary Road Regional Bike Path	\$25,000.00	\$25,000.00			\$25,000.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase I	\$300,000.00	\$152,000.00			\$152,000.00
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase I	\$60,000.00				\$0.00
					<b>Remaining</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FY 2007/08</b>					<b>\$4,235,000.00</b>	<b>\$415,458.00</b>	<b>\$73,000.00</b>	<b>\$484,640.00</b>	<b>\$953,098.00</b>
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$800,000				\$0.00
		1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$400,000				\$0.00
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$175,000				\$0.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$250,000		\$73,000		\$73,000
Bike	2.3		Solano County	Suisun Valley Road Bridge	\$110,000	\$110,000			\$110,000
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase II	\$1,000,000	\$215,458		\$127,542	\$343,000
Bike	2.4		Suisun City	Bike Lane Striping Along Railroad Ave, Phase II	\$90,000				\$0.00
Ped		2.2	Suisun City	Marina Blvd Sidewalk Gap Closure	\$110,000				\$0.00
Both	1.2	1.5	Vacaville	Nob Hill Bike Path	\$300,000			\$300,000	\$300,000
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	\$1,000,000	\$90,000		\$37,098	\$127,098
					<b>Remaining</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>FY 2008/09</b>					<b>\$5,700,000.00</b>	<b>\$456,000.00</b>	<b>\$1,323,000.00</b>	<b>\$506,000.00</b>	<b>\$2,285,000.00</b>
Both	1.3	1.1	Benicia	State Park Road Bridge Project	\$1,000,000.00	\$271,000.00	\$671,000.00		\$942,000.00
Ped	1.6	1.7	Fairfield	Linear Park (Dover Ave to Claybank Rd)	\$50,000.00				\$0.00
Bike	1.1	1.6	Fairfield	McGary Road Regional Bike Path	\$650,000.00	\$185,000.00	\$640,000.00		\$825,000.00
Ped		1.2	Fairfield	West Texas Street Gateway Project, Phase I & II	\$300,000.00		\$12,000.00		\$12,000.00
Both	1.5	1.4	Solano County	Old Town Cordelia Improvements	\$500,000.00				\$0.00
Bike	1.4		Solano County	Vacaville-Dixon Bikeway, Phase III	\$1,000,000.00			\$337,000.00	\$337,000.00
Both	1.7	2.1	Suisun City	McCoy Creek Trail, Phase II	\$200,000.00				\$0.00
Both	2.1	2.4	Vacaville	Ulatis Creek Bike Path (Allison to I-80)	\$1,200,000.00			\$169,000.00	\$169,000.00
Both	2.2	1.3	Vallejo	Vallejo Station Pedestrian & Bicycle Links	\$800,000.00				\$0.00
					<b>Remaining</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

## ATTACHMENT B

<b>Funding Year</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Total SBPP Funding</b>
FY 2006/2007	Fairfield	Union Avenue Corridor, Phase II	\$25,000
FY 2006/2007	Fairfield	West Texas Street Gateway Project, Phase I & II	\$50,000
FY 2006/2007	Solano County	Abernathy Road Bridge	\$50,000
FY 2006/2007	Solano County	McGary Road Regional Bike Path	\$25,000
FY 2006/2007	Solano County	Vacaville-Dixon Bikeway, Phase I	\$152,000
FY 2006/2007	Suisun City	Bike Lane Striping Along Railroad Avenue	\$0
FY 2007/2008	Benicia	State Park Road Bridge Project	\$569,000
FY 2007/2008	Fairfield	Linear Park (Dover Avenue to Claybank Road)	\$0
FY 2007/2008	Fairfield	McGary Road Regional Bike Path	\$175,000
FY 2007/2008	Fairfield	West Texas Street Gateway Project, Phase I & II	\$73,000
FY 2007/2008	Solano County	Suisun Valley Road Bridge	\$110,000
FY 2007/2008	Solano County	Vacaville-Dixon Bikeway, Phase II	\$343,000
FY 2007/2008	Suisun City	Bike Lane Striping Along Railroad Avenue, Phase II	\$90,000
FY 2007/2008	Suisun City	Marina Boulevard Sidewalk Gap Closure	\$0
FY 2007/2008	Vacaville	Nob Hill Bike Path	\$300,000
FY 2007/2008	Vacaville	Ulatis Creek Bike Path (Ulatis to Leisure Town)	\$171,000
FY 2008/2009	Benicia	State Park Road Bridge Project	\$373,000
FY 2008/2009	Fairfield	Linear Park (Dover Avenue to Claybank Road)	\$0
FY 2008/2009	Fairfield	McGary Road Regional Bike Path	\$650,000
FY 2008/2009	Fairfield	West Texas Street Gateway Project, Phase I & II	\$12,000
FY 2008/2009	Solano County	Old Town Cordelia Improvements	\$0
FY 2008/2009	Solano County	Vacaville-Dixon Bikeway, Phase III	\$337,000
FY 2008/2009	Suisun City	McCoy Creek Trail, Phase II	\$0
FY 2008/2009	Vacaville	Ulatis Creek bike Path (Allison to I-80)	\$169,000
FY 2008/2009	Vallejo	Vallejo Station Pedestrian & Bicycle Links	\$0



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

**Background:**

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

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

Work began in early 2007. The first major endeavor was to conduct an extensive outreach ranging from interviews with transit operator staff, other city staff, public officials, funding partners, and others. Nearly sixty (60) interviews were conducted from March through June 2007. Focus groups were held with the STA's Paratransit Coordinating Council (PCC) members in May and, in addition, two focus group sessions with transit users were held in June.

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

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

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

The Consortium and TAC submitted comments on the draft documents discussed by July 20, 2007 and this was followed by a joint meeting of TAC and Consortium staff to discuss comments. Further refinements were requested and the Executive Summary, Findings, and Options Reports were updated.

**Discussion:**

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

Many of the comments received on the draft Findings and Options Reports will be addressed in Phase II. The purpose of Phase II is to more deeply analyze the potential impacts of the various options presented and evaluate and compare the options to one another and the status quo. A draft scope for Phase II was presented to the TAC and Consortium for information in August and comments were requested by September 14<sup>th</sup> (see Attachment B). Comments have been received from Fairfield (see Attachment C). Only Vallejo has expressed that they plan to submit comments, but they have not yet been received by the STA when this report was prepared. Once Vallejo's comments are received, a revised scope will be drafted prior to the Consortium and TAC meetings.

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

**Fiscal Impact:**

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

**Recommendation:**

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

**Attachments:**

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

**SOLANO TRANSPORTATION AUTHORITY**

**TRANSIT CONSOLIDATION STUDY**

**STA Board Goals and Criteria**

Scope of Consolidation Study:

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

Potential Goals of Consolidation:

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

Potential Criteria for Evaluating Consolidation Options:

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

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## ***Draft Scope of Work***

### ***Solano Transit Consolidation Study***

### ***Phase 2 Scope of Services***

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

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

Task 1: Evaluation of Current Operations

Financial Analysis

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

Facilities Analysis

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

Support Staff Analysis

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

Service Evaluation

1. No comments.

Paratransit Systems Evaluation

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

Governance Summary

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

Task 2: Evaluation of Proposed Consolidation Options.

Financial Comparison

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

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

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

#### Facilities Comparison

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

#### Support Staff Comparison

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

#### Service Comparison

1. No comments.

#### Governance Comparison

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

#### Summary Report and Comparisons

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

#### Task 3: Guidance and Implementation Documentation

##### Paratransit Systems Evaluation

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

##### Steering Committee Support

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

##### Focus Group Feedback.

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

##### Study Consensus-Building and Presentations.

1. No Comments.

##### Final Consolidation Plan.

1. No comments.



DATE: September 18, 2007  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) Update

**Background:**

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

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

**Discussion:**

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

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

The CTP will require environmental review under the requirements of the California Environmental Quality Act (CEQA). STA's legal counsel has determined that a

programmatic Environmental Impact Report (EIR) will be required. Implementation of individual elements and projects identified in the programmatic EIR will be required to undergo more detailed CEQA analysis and, if appropriate, federal environmental review.

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

**Fiscal Impact:**

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

**Recommendation:**

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

**Attachment:**

- A. Proposed CTP Update Schedule

## PROPOSED CTP UPDATE SCHEDULE

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

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

**Background:**

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

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

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

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

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

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

\$13.812 M Highway Funds

\$9.875 M PTA Funds

\$0.921 M TE

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

\$14.502 M Highway Funds

\$10.369 M PTA Funds

\$0.967 M TE

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

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

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

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

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

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

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

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

**Discussion:**

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

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

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

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

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

**Fiscal Impact:**

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

**Recommendation:**  
Informational.

**Attachments:**

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

## DRAFT 2008 STIP FUND ESTIMATE Summary of Targets and Shares

(\$1,000's)

County	2008 STIP Programming				
	Base Share Through 2011-12	Highway Target through 2012-13	TE Target through 2012-13	Total Target through 2012-13	Maximum Estimated Share through 2015-16
Alameda	12,881	30,192	2,751	43,127	125,174
Alpine - Amador - Calaveras	2,923	5,848	465	8,032	21,892
Butte	1,808	5,122	526	7,598	23,305
Colusa	3,234	4,515	138	5,166	9,292
Contra Costa	9,959	21,352	1,782	29,732	82,889
Del Norte	2,782	4,109	134	4,735	8,709
El Dorado LTC	0	692	337	2,275	12,313
Fresno	31,854	44,376	1,906	53,340	110,203
Glenn	3,791	4,836	147	5,530	9,936
Humboldt	4,745	11,752	532	14,257	30,139
Imperial	23,155	28,760	891	32,948	59,514
Inyo	8,754	13,778	721	17,171	38,685
Kern	17,420	58,839	2,497	70,582	145,063
Kings	9,982	13,490	373	15,242	26,356
Lake	6,867	8,310	229	9,388	16,227
Lassen	4,557	7,090	337	8,578	18,747
Los Angeles	0	53,881	16,837	133,072	635,378
Madera	3,530	5,867	387	7,454	17,525
Marin	0	0	521	0	0
Mariposa	2,874	5,714	138	6,361	10,462
Mendocino	4,886	8,041	501	10,398	25,351
Merced	6,996	10,815	606	13,667	31,763
Modoc	3,507	4,635	180	5,478	10,824
Mono	11,144	14,508	535	17,021	32,965
Monterey	1,146	7,371	976	11,959	41,061
Napa	0	1,399	323	2,918	12,556
Nevada	3,396	5,189	285	6,529	15,027
Orange	8,117	40,083	5,078	53,969	215,478
Placer TPA	0	0	535	0	0
Plumas	9,452	10,749	204	11,707	17,784
Riverside	0	0	3,639	10,422	118,967
Sacramento	14,439	29,305	2,362	40,414	110,877
San Benito	0	343	177	1,174	6,444
San Bernardino	50,278	85,256	4,728	107,495	248,556
San Diego	0	0	5,566	13,408	179,455
San Francisco	50,780	59,637	1,407	66,254	108,230
San Joaquin	12,813	26,597	1,236	32,413	69,296
San Luis Obispo	17,286	23,640	994	28,314	57,956
San Mateo	17,380	26,571	1,460	33,439	77,002
Santa Barbara	12,186	19,797	1,130	25,114	58,843
Santa Clara	0	0	3,221	5,367	101,460
Santa Cruz	54	5,357	561	7,997	24,741
Shasta	5,110	8,911	576	11,622	28,812
Sierra	365	971	95	1,421	4,272
Siskiyou	3,833	6,340	398	8,212	20,085
Solano	4,541	10,424	844	14,390	39,548
Sonoma	0	0	1,028	0	21,963
Stanislaus	14,613	21,295	958	25,800	54,377
Sutter	352	1,713	217	2,731	9,184
Tahoe RPA	4,238	6,406	141	7,071	11,287
Tehama	4,770	7,635	290	8,998	17,648
Trinity	4,382	5,684	207	6,657	12,829
Tulare	14,225	21,661	1,172	27,171	62,127
Tuolumne	832	2,579	234	3,681	10,668
Ventura	19,066	30,008	1,584	37,332	87,466
Yolo	737	3,546	462	5,819	19,605
Yuba	765	1,917	165	2,695	7,833
Statewide Regional	452,805	837,006	75,754	1,154,245	3,373,949
Interregional	140,195	310,994	25,250	429,755	1,183,051
<b>TOTAL</b>	<b>593,000</b>	<b>1,148,000</b>	<b>101,004</b>	<b>1,584,000</b>	<b>4,557,000</b>
		Carryover	New	Total	
Statewide Flexible Capacity		0	1,148,000	1,148,000	
Statewide PTA Capacity		35,000	300,000	335,000	
Statewide TE Capacity		0	101,000	101,000	
Total STIP Capacity		35,000	1,549,000	1,584,000	

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BILL NUMBER: SB 717      ENROLLED  
BILL TEXT

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

INTRODUCED BY    Senator Perata

FEBRUARY 23, 2007

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

LEGISLATIVE COUNSEL'S DIGEST

SB 717, Perata. Transportation Investment Fund.

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

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

Appropriation: yes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(A) Patching.

(B) Overlay and sealing.

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

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

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

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

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

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

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

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

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

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

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

## STIP Funding Priorities (January 2007)

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

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

**North Connector – West Section**

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

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

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

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

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

**SR 12 Jameson Canyon Project – Phase 2**

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

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

Dixon Multi-Modal Transportation Center

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

**Potential Tier Two Projects (Waiting List):**

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



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
TDD/TTY: 510.464.7769  
Fax: 510.464.7848

## *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 27<sup>th</sup> 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 27<sup>th</sup>. 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 9<sup>th</sup> 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 27<sup>th</sup> Commission meeting.

PCL XL error

Subsystem: KERNEL

Error: IllegalAttribute

Operator: UnspecifiedTag

Position: 4732



DATE: September 18, 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, encouragement activities, and programs such as developing safety and health awareness materials and education programs.

The SR2S outreach process is split into three major phases:

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

**Discussion:**

The STA is currently meeting with all local Safe Routes to School (SR2S) task forces to revise and recommend their local SR2S plans to their city councils and school boards. Attachment A describes each city's status in more detail. Attached is a projected schedule of the remaining task force and committee meetings before the STA Board adopts the Final Countywide SR2S plan (see Attachment B). The City of Benicia was the first city to complete the taskforce process and will recommend the Benicia SR2S Plan to their school board and city council in November.

Once all of the local SR2S plans have been adopted and recommended to the STA for inclusion in the STA Countywide SR2S Plan, the STA Board will consider adoption of the countywide plan in January or February of 2008.

After the plan is adopted, a call for projects through a Pilot SR2S Implementation Program will be considered by the STA Board. Since the only identified source of this funding will be Eastern Congestion Mitigation and Air Quality (ECMAQ), only the cities of Dixon, Vacaville, Rio Vista and Solano County will be eligible to apply for this first pilot program. Currently, \$120,000 in funding is being considered as part of this pilot program for pedestrian path, bike path, and transit improvements near schools. STA staff is currently reviewing other options to fund pilot SR2S projects.

Nearly \$100 million in Federal and State Safe Routes to School grants will be available this fall. The State SR2S grant program funds mainly capital projects for K-12 schools and applications are due to Caltrans by November 16<sup>th</sup>. The Federal SRTS grant program is for

a variety of engineering, education, enforcement, and encouragement projects for K-8 schools. Federal applications are expected to be due by late December (see Attachment C).

During this planning process, many task forces have already implemented ideas found in the draft plans:

- The City of Dixon has already painted and signed recommended loading zones to increase safety in front of Anderson Elementary School.
- The City of Vacaville has already taken into account SR2S planned projects with their current remodeling efforts at Will C. Wood High School so they do not conflict.
- The City of Vallejo is working jointly with the Vallejo Unified School District and Vallejo Police Department to move the school bus loading zone at Steffan Manor Elementary School onto Georgia St, relieving congestion and enhancing safety of kids exiting school from the main entrance on Cedar St.
- The City of Benicia has completed walking audit and planning events at all of the schools in Benicia. They have committed city funds to build a traffic signal on Military East in front of Benicia High School and intends to study additional traffic calming of road dieting as part of this project.

**Recommendation:**

Informational.

**Attachments:**

- A. STA Safe Routes to School (SR2S) Program Status Report, 09-18-2007
- B. SR2S Task Force and STA Committee meeting schedule, 09-18-07
- C. Federal and State Safe Routes to School grants webpage

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

09-18-2007



### 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
<b>Benicia</b>	October or November City Council and School Board meetings	Local plan to be recommended to city council and school board.
<b>Dixon</b>	Review Final Dixon SR2S Plan on 10/3/07	Local plan to be recommended to city council and school board.
<b>Fairfield</b>	Review Draft Local SR2S Plan in 8/29/07	Local plan to be recommended to city council and school board.
<b>Suisun City</b>	Review Draft Local SR2S Plan in 9/18/07	Local plan to be recommended to city council and school board.
<b>Rio Vista</b>	SR2S Event to be held at Riverview Elementary School on 9/25/07	Local plan to be drafted after Riverview Elementary SR2S planning event on 9/25/07.
<b>Vacaville</b>	Review Final Vacaville SR2S Plan on 10/25/07	Local plan to be recommended to city council and school board.
<b>Vallejo</b>	Review Final Local SR2S Plan on 10/24/07	Local plan to be recommended to city council and school board.
<b>County of Solano</b>	Review draft Countywide STA SR2S Plan in November or December	Countywide plan in early stages of development.

**Below are the 24 schools currently participating in the STA's Safe Routes to School Program:**

<b>City</b>	<b>24 Schools Participating</b>
<b>Benicia</b>	<ul style="list-style-type: none"> <li>• Benicia High School</li> <li>• Benicia Middle School</li> <li>• Henderson Elementary School</li> <li>• Mary Farmar Elementary School</li> <li>• Matthew Turner Elementary School</li> <li>• Robert Semple Elementary School</li> <li>• St. Dominic's Catholic School</li> </ul>
<b>Dixon</b>	<ul style="list-style-type: none"> <li>• Anderson Elementary School</li> <li>• Tremont Elementary School</li> </ul>
<b>Fairfield</b>	<ul style="list-style-type: none"> <li>• Anna Kyle Elementary School</li> <li>• <b>David Weir Elementary School (9-24-07)*</b></li> <li>• <b>Laurel Creek Elementary School (9-26-07)</b></li> <li>• <b>E. Ruth Sheldon Elementary School (10-09-07)</b></li> <li>• <b>Vanden High School (10-11-07)</b></li> </ul>
<b>Suisun City</b>	<ul style="list-style-type: none"> <li>• <b>Dan O. Root Elementary School (10-16-07)</b></li> <li>• Suisun Elementary School</li> </ul>
<b>Rio Vista</b>	<ul style="list-style-type: none"> <li>• D.H. White Elementary School</li> <li>• <b>Riverview Middle School (9-25-07)</b></li> </ul>
<b>Vacaville</b>	<ul style="list-style-type: none"> <li>• Alamo Elementary School</li> <li>• Callison Elementary School</li> <li>• <b>Cambridge Elementary School (10-04-07)</b></li> <li>• <b>Hemlock Elementary School (10-15-07)</b></li> <li>• <b>Foxboro Elementary School (9-27-07)</b></li> <li>• <b>Sierra Vista Elementary School (10-02-07)</b></li> <li>• Will C. Wood High School</li> </ul>
<b>Vallejo</b>	<ul style="list-style-type: none"> <li>• Steffan Manor Elementary School</li> <li>• <b>Widenmann Elementary School (9-20-07)</b></li> </ul>

**\*Contact Sam Shelton at 707-427-5244 to attend an upcoming planning event at 6:00pm that evening.**

**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, November 2007. Final review, Nov/Dec 2007.
STA Board	Adoption, Jan/Feb 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.

- October 23, 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	
<b>City Council &amp; School Board Liaison Committee</b>	
Name	Title
Alan Schwartzman	City Vice-Mayor
Bill Whitney	City Councilmember
Dirk Fulton	School Board member
Shirin Samiljan	School Board member
Jim Erickson	City Manager
Janice Adams	School Superintendent
<b>City Traffic Pedestrian &amp; Bicycle Safety Committee</b>	
Elizabeth Patterson	City Councilmember
Mark Hughes	City Councilmember
Jim Trimble	Police Chief
Dan Schiada	Director of Public Works/Traffic Engineer
Michael Throne	City Engineer

Meeting/Event	Dates
Local SR2S Process Discussion	<b>September 14, 2006</b> City Council/School Board Liaison Committee
First Community Task Force Meeting <ul style="list-style-type: none"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>October 19, 2006</b> Traffic Pedestrian and Bicycle Safety (TBPS) Committee, Benicia City Hall Commission Room, 7:00 pm
School Based Training Audit	<b>November 28, 2006</b> Benicia High School 2:30pm to 5:00pm
Independent School Based Audits Conducted	<ul style="list-style-type: none"> <li>• Jan 30, Benicia Middle School</li> <li>• All other schools completed June 2007</li> </ul>

<b>Second Community Task Force Meeting</b> <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<ul style="list-style-type: none"> <li>• August 16, 2007 (TPBS Committee recommended a revised plan to the Liaison Committee for approval)</li> </ul>
<b>Third Community Task Force Meeting</b> <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<ul style="list-style-type: none"> <li>• September 6, 2007 (City Council/School Board Liaison Committee)</li> </ul>
<b>Local Adoption of SR2S Plan</b>	<ul style="list-style-type: none"> <li>• City Council Adoption, Oct/Nov 2007</li> <li>• School Board Adoption, Oct/Nov 2007</li> </ul>

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"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>February 28</b>
School Based Training Audit	<b>March 29</b> Principal's meeting <b>April 18</b> Anderson Elementary School Event
Independent School Based Audits Conducted	April to September <b>May 15</b> Tremont Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>September 5<sup>th</sup></b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 3rd</b>
Local Adoption of SR2S Plan	City Council Adoption, November 2007 School Board Adoption, November 2007

Dixon'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"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>March 12</b>
School Based Training Audit	<b>March 26</b> Principal’s meeting, <b>April 26</b> Anna Kyle Elementary School Event
Independent School Based Audits Conducted	April - October
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>August 29th</b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 17th</b>
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"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>May 9th</b>
School Based Training Audit	<b>May 23</b> Informal audit at D.H. White Elementary. <b>August 2007,</b> <b>Formal Audit to be at Riverview Middle School: September 25<sup>th</sup></b>
Independent School Based Audits Conducted	October
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	Recommended: October 30th
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	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	PW Engineer
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"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>March 12</b>
School Based Training Audit	<b>March 26</b> Principal's meeting
Independent School Based Audits Conducted	April – October <b>June 7</b> Suisun Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>September 19th</b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 29th</b>
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"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>February 21</b>
School Based Training Audit	<b>March 13 &amp; 27</b> Principal's meeting <b>May 16</b> Will C. Wood High School event
Independent School Based Audits Conducted	May – September <b>May 23</b> Alamo Elementary
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>August 30th</b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 25th</b>
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"> <li>• Introductions, SR2S Process Overview</li> </ul>	<b>February 15</b>
School Based Training Audit	<b>March 5</b> <b>Principal meeting,</b> <b>April 19</b> Steffan Manor Elementary event
Independent School Based Audits Conducted	March – September
Second Community Task Force Meeting <ul style="list-style-type: none"> <li>• STA presents Draft SR2S Plan for initial comments</li> </ul>	<b>August 17<sup>th</sup></b>
Third Community Task Force Meeting <ul style="list-style-type: none"> <li>• Present Final SR2S Plan</li> </ul>	<b>October 24<sup>th</sup></b>
Local Adoption of SR2S Plan	City Council Adoption, Nov 2007 School Board Adoption, Nov 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**

**A Draft Countywide Safe Routes to School plan will come to the County Board of Supervisors for their review in November 2007. SR2S Steering Committee member, Robin Cox with the County Department of Public Health will help deliver the proposed plan and its specific health and safety benefits to County Board of Supervisors with STA staff.**

Although private schools cannot receive funding from certain public funding sources, improvements made within the public right-of-way can be funded. There are many private schools in Solano County that are not represented by public school districts.

The 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.

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## STA Safe Routes to School (SR2S) Calendar of Meetings, 9-18-07

Community Task Forces	*Review Draft Local Plan (Alta)	*Recommend Final Local Plan (Alta)	City Council Adoption of Local Plan	School Board Adoption of Local Plan	
Benicia	Aug 16	Sept 6	Oct 16, Nov 6	Nov 1	
Dixon	Sept 5	Oct 3	Oct 23	Oct 18	
Fairfield	Aug 29	Oct 17	Dec 4	Nov 8 (FF)	Nov 13 (Tr)
Suisun	Sept 19	Oct 29	Nov 20		
Rio Vista	(audit, Sept 25) Oct 30?	Nov ##	Dec 6	Nov 20	
Vacaville	Aug 30	Oct 25	Nov 13	Nov 15	
Vallejo	Sept 17	Oct 24	Nov 27	Nov 21	

STA Committees	Review Draft Countywide Plan	Recommend Final Countywide Plan	STA Adoption of Countywide Plan
SR2S Steering Committee	Oct 23	Nov 13 / Dec 4	
Bicycle Advisory Committee	(emailed)	Nov 1	
Pedestrian Advisory Committee	(emailed)	Nov 15	
Technical Advisory Committee	*Nov 28 (Alta)	*Dec 26/Jan 2008 (Alta)	
County Board of Supervisors	Dec 4	Jan 8	
STA Board			Jan 9/ Feb 13

\*Alta Planning attendance required

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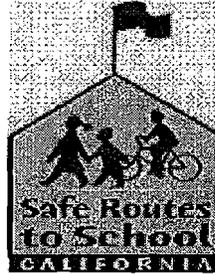
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## Safe Routes to School

Division of Local Assistance

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### Safe Routes To School Programs

California has two separate and distinct Safe Routes to School programs:

- **The State-legislated Safe Routes to School program (SR2S)**

The State-legislated Safe Routes to School program (SR2S) is contained in Streets & Highways Code Section 2330-2334. This program has been active since 2000 and is recognized by the acronym of SR2S. For more information on this program go to: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

NOTE: A CALL FOR PROJECTS WAS ANNOUNCED ON AUGUST 30, 2007; APPLICATIONS ARE DUE ON NOVEMBER 16, 2007.

- **The Federal Safe Routes to School program (SRTS)**

The Federal Safe Routes to School program (SRTS) was authorized by SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). This federal program has different eligibility and local match requirements than the state-legislated program. The acronym for this program is SRTS. For more information on this program go to: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>



*Program comparison...*

Safe Routes To School Programs		
Program	State - SR2S	Federal - SRTS
Legislative Authority	Streets & Highways Code Section 2330-2334	Section 1404 in SAFETEA-LU
Expires	N/A	September 30, 2009
Eligible Applicants	Cities and counties	State, local, regional agencies; cities and counties; non-profit organizations; schools/school districts; and Native American Tribes
Eligible Projects	Infrastructure projects	Infrastructure and non-infrastructure projects

<b>Local Match</b>	10% required	None; 100% federally reimbursed
<b>Project Completion Deadline</b>	Within 4 state FYs after project is programmed	Within 4 federal FYs after funds are obligated
<b>Location Restriction on Infrastructure Projects</b>	None	Infrastructure projects must be within 2 miles of a grade school or middle school
<b>Targeted Beneficiaries</b>	Children in grades K-12	Children in grades K-8
<b>Cycles Completed</b>	6 cycles	1 cycle
<b>Next Call for Projects</b>	August, 2007 (Cycle 7)	September, 2007 (Cycle 2)
<b>Available Funding</b>	\$52M in Cycle 7 (06/07 & 07/08)	\$46M in Cycle 2 (08/09 & 09/10)

[Go to State SR2S Program website](#)

[Go to Federal SRTS Program website](#)

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

**Discussion:**

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

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

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

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

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

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

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

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

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

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

**Recommendation:**  
Information.

**Attachments:**

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



Solano Transportation Authority

# LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

September 20, 2007

The State Legislature has recessed until January 7, 2008

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City CA 94585-2427

Telephone: 707-424-6075

Fax: 707-424-6074

Web site: solanolinks.com

## 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, Rio Vista, Stockton, Suisun City, Vacaville, Vallejo, Solano County, San Joaquin Council of Governments, Bay Area Electric Railroad Association, Fairfield-Suisun Chamber of Commerce, Highway 12 Association, MV Transportation, Inc., Prof. Engineers in California Government, Solano Athletic Clubs <u>Oppose:</u> Judicial Council of California	5
AB 117	Beall	Additional 20% County assessment on traffic safety offenses			5

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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 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

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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](mailto:jbauer@sta-snci.com). STA's Legislative Matrix is also available for review on our website at [www.solanolinks.com](http://www.solanolinks.com).

## Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
<b>AB 57 (Soto)</b> Highways: Safe Routes to School construction program	Extends indefinitely the provision for certain state and local entities to secure and expend federal funds for improvement of highway safety and reduction of traffic congestion (including projects for bicycles and pedestrian safety and traffic calming measures in high-hazard locations), as well as extend indefinitely the provision for DOT/CHP to administer a "Safe Routes to School" construction program and appropriate federal transportation funds on a statewide competitive grant process. Both provisions currently have a repeal date of 01/01/08. <i>Last amended 09/04/07.</i>	09/12/07 to enrollment	Support
		Support: MTC	
<b>AB 60 (Nava)</b> Vehicles: Bicycles	Creates stricter laws/penalties for vehicles overtaking bicycles traveling the same direction.  Requires the driver of a motor vehicle overtaking a bicycle that is proceeding in the same direction to pass to the left at a safe distance, at a minimum clearance of 3 feet, without interfering with the safe operation of the overtaken bicycle. The bill would make violation of this provision an infraction punishable by a \$250 fine; and make it a misdemeanor or felony if a person operates a motor vehicle in violation of the above requirement and that conduct proximately causes great bodily injury, as defined, or death to the bicycle operator.	04/16/2007; ASM T&H Com. hearing cancelled at author's request	

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State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
<b>AB 112 (Wolk)</b> Highways: Safety Enhancement – Double Fine Zones (SR 12)	<p><del>This bill would take effect immediately as an urgency statute.</del> Amended 06-21-07 to establish a process whereby state highways can receive a designation of a safety enhancement double fine zone for a minimum of 2 years based on specific criteria. Designates SR 12 from its intersection with I-80 in Solano County to I-5 in San Joaquin County as a double fine zone. The department shall conduct a Safety Enhancement-Double Fine Zone study that relates to pedestrian injuries and fatalities and evaluates the appropriateness of adding additional criteria to subdivision (a) and whether changes or additional criteria should be considered for adoption. <i>Last amended 09/06/07 to remove the urgency clause</i></p>	09/12/07 to enrollment  <b>Support:</b> Cities of Benicia, Fairfield, Rio Vista, Stockton, Suisun City, Vacaville Vallejo, Solano County, San Joaquin Council of Governments, Bay Area Electric Railroad Association, Fairfield-Suisun Chamber of Commerce, Highway 12 Association, MV Transportation, Inc., Professional Engineers in California Government, Solano Athletic Clubs  <b>Oppose:</b> Judicial Council of California	Sponsor and Support
<b>AB 117 (Beall)</b> 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	
<b>AB 444 (Hancock)</b> Voter-approved vehicle registration fee for traffic congestion management	Authorizes county congestion management agencies in Alameda County and Contra Costa County, with a majority vote of agency's board, to impose annual fee of up to \$10 on motor vehicles registered with the county for a traffic congestion management program. Imposition of fee would require voter approval. Transportation improvements that reduce congestion include those that improve signal coordination, travel information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.	07/11/07 SEN Rev & Tax. Amended 06/28/07 to add Solano County	Support with Amendment to add Solano County
<b>AB 842 Jones</b> 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
<b>ACR 7 (Wolk)</b> Officer David Lamoree Memorial Highway (SR 12)	Designates the interchange of SR 12 between Olsen Road and SR 113 as the Officer David Lamoree Memorial Interchange, would request the Department of Transportation to determine the cost for appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs.	09/12/07 Chaptered; Resolution Chapter 121	Co-sponsor and Support
		Sponsored by City of Rio Vista and STA	

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
<b>SB 9 (Lowenthal)</b> Trade corridor improvement: transportation project selection in Proposition 1B	States the intent of the Legislature to enact urgency legislation that establishes a process for the selection of transportation projects to be funded from the Trade Corridors Improvement Fund, established by Proposition 1B. This bill establishes a process for selecting projects under the Trade Corridor Improvement Fund requiring that proposed projects be included in an approved regional transportation plan, incorporate an estimate of the emissions produced during the construction and operation of the proposed project and specifies that the funds shall only be used to pay for the costs of construction. The bill declares that it is to take effect immediately as an urgency statute.	08/30/07, ASM APPROP second hearing. Held in committee and under submission	
<b>SB 16 (Florez)</b> 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, <i>Chaptered; Chapter 25</i>	
<b>SB 19 (Lowenthal)</b> Trade corridors: projects to reduce emissions: funding in Proposition 1B	Declares the intent of the Legislature to enact urgency legislation that establishes conditions and criteria, as specified, for projects funded by the \$1 billion account to fund freight-related air quality needs established by Prop. 1B.  This bill declares the intent of the Legislature to enact legislation that establishes conditions and criteria for projects that reduce emissions from activities related to the movement of freight along California's trade corridors. The bill declares that it is to take effect immediately as an urgency statute.	07/17/07, ASM APPROP	

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
<b>SB 47 (Perata)</b> 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	
<b>SB 88 (Committee on Budget and Fiscal Review)</b> Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006: implementation	Outlines implementation procedures for Proposition 1B funding. \$950M appropriation for local streets and roads in the budget bill using 1/1/07 population figures from the Controller for allocation. Specifies that 60% of transit bond funds are to be allocated according to existing formula for State Transit Assistance, 25% for capital expenditures for regional public waterborne transit agencies, and 15% for intercity passenger rail and commuter rail systems. \$123M for grade separations. Bill currently seeks an urgency statute.	8/24/07; <i>Chaptered; Chapter 181</i>	
<b>SB 286 (Lowenthal/ Dutton)</b> Prop 1B Bonds Implementation: Local Streets/ Roads	<b>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.</b>	08/22/07; ASM APPROP hearing cancelled at author's request  Sponsor: LCC/CSAC Support: Solano County and all 7 cities in Sol. Co.	<b>Support; request letters of support from Solano cities</b>

State Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
<b>SB 375 (Steinberg)</b> Transportation planning: travel demand models: preferred growth scenarios: environmental review.	<p>The California Environmental Quality Act (CEQA) exempts specified activities from its provisions, including a project that is residential on an infill site within an urbanized area, and that meets other specified criteria, including that the project is within 1/2 mile of a major transit stop.</p> <p>This bill requires the California Transportation Commission (CTC) to adopt by April 1, 2008, specific guidelines for travel demand models used in development of regional transportation plans by certain regional transportation planning agencies. It requires the Department of Transportation to assist CTC in preparation of the guidelines, if requested to do so by CTC. It also requires the Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050.</p>	09/12/07; Re-referred to ASM APPROP	Watch
<b>SB 748 (Corbett)</b> State/Local Partnerships	<p>States the purposes of the State-Local Partnership Program to be allocated by the California Transportation Commission (CTC) to eligible transportation projects nominated by transportation agencies. Requires the CTC to adopt program guidelines.</p>	08/30/07; ASM APPROP, First hearing cancelled by author	Watch
<b>SB 976 (Torlakson)</b> San Francisco Bay Area Water Emergency Transit Authority	<p>Existing law creates the San Francisco Bay Area Water Transit Authority with specified powers and duties relative to the development of a plan for implementation and operation of a water transit system on San Francisco Bay. Existing law requires that the primary focus of the authority and the plan be to provide new or expanded water transit services and related ground transportation terminal access services that were not in operation as of June 30, 1999.</p> <p>This bill would instead require that the primary focus of the authority and the plan be to operate a comprehensive regional public water transit system and to coordinate waterborne transit emergency response activities.</p> <p><i>Amended 09/07/07 to create Water Emergency Transit Authority; consolidation of San Francisco Bay Area water transportation systems.</i></p>	09/11/07, to Enrollment	

## Federal Legislation

Federal Legislation Bill/Author	Summary	Status of Bill	STA Position
		Others' Position	
<b>S 294 (Lautenberg)</b> 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><b>January 2007</b> (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><b>June</b></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><b>February</b></p> <p>12 Lincoln's Birthday  19 Washington's Birthday observed  23 Last day to introduce bills</p>	<p><b>July</b></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><b>March</b></p> <p>29 Spring Recess begins upon adjournment  30 Cesar Chavez Day</p>	<p><b>August</b></p> <p>20 Legislature reconvenes  31 Last day for Fiscal Committees to meet and report bills to the Floor</p>
<p><b>April</b></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><b>September</b></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><b>May</b></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><b>October</b></p> <p>14 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 14 and in the Governor's possession after Sept. 14</p>

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

**2007**

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

**2008**

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

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

## 110th United States Congress 2007 Session Calendar

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

06

AMENDED IN ASSEMBLY SEPTEMBER 10, 2007

AMENDED IN ASSEMBLY SEPTEMBER 7, 2007

AMENDED IN ASSEMBLY JULY 9, 2007

**SENATE BILL**

**No. 976**

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**Introduced by Senator Torlakson**

February 23, 2007

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

LEGISLATIVE COUNSEL'S DIGEST

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

Existing law creates the San Francisco Bay Area Water Transit Authority (WTA) with specified powers and duties relative to the development of a plan for implementation and operation of a water transit system on San Francisco Bay.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5

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

9

10 CHAPTER 1. FINDINGS AND DECLARATIONS OF POLICY

11

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21

22

#### CHAPTER 2. DEFINITIONS

23

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

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

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

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

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

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

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

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

14

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

17

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4  
 5                             CHAPTER 4. GOVERNING BODY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8 (1) Executive director.

9 (2) General counsel.

10 (3) Auditor.

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

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

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

22 ~~(b)~~

23 (a) Create committees from its membership.

24 ~~(c)~~

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

27 ~~(d)~~

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

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

35 ~~(f)~~

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

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

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

- 1 (2) Preside over all meetings of the board, including, but not  
2 limited to, setting the dates and times of meetings, declaring the  
3 opening and closing of each proceeding of the board, ruling on  
4 points of order, regulating the individuals that, except for board  
5 members, may address the board at its meetings, and putting issues  
6 to the vote and announcing decisions following those votes.
- 7 (3) Appoint board members to committees and serve as an ex  
8 officio member of all committees.
- 9 (4) Propose the annual budget for the authority.
- 10 (5) Sign all orders issued by the board and contracts and grant  
11 documents as approved by the board.
- 12 (6) Represent the authority at all proceedings. The chair may  
13 appoint individuals to represent the board on other boards or  
14 commissions, subject to ratification by the board. Appointees serve  
15 at the pleasure of the board and those appointments will be subject  
16 to review by the board at least once every two years.
- 17 (7) Have such other powers and duties as may be prescribed  
18 from time to time by the board.
- 19 (b) The chair may delegate any of the powers described in this  
20 section, other than the power to delegate, to any member of the  
21 board.
- 22 (c) In the absence or disability of the chair of the board, the vice  
23 chair shall perform all of the duties of the chair and, in so acting,  
24 shall have all the powers of the chair. The vice chair shall have  
25 such other powers and perform such other duties as may be  
26 prescribed from time to time by the board.
- 27 66540.19. (a) The time and place of the first meeting of the  
28 board shall be at a time and place within the bay area region fixed  
29 by the chair of the board, but no later than April 1, 2008.
- 30 (b) After the first meeting described in subdivision (a), the board  
31 shall hold meetings at times and places determined by the board.
- 32 (c) Meetings of the board are subject to the Ralph M. Brown  
33 Act (Chapter 9 (commencing with Section 54950) of Part 1 of  
34 Division 2 of Title 5).
- 35 66540.20. The board is the legislative body of the authority  
36 and, consistent with the provisions of this title, shall determine all  
37 questions of authority policy.
- 38 66540.21. The board shall determine what water transportation  
39 services facilities should be acquired or constructed for the  
40 common benefit of the bay area region as a whole.

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

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

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

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

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

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

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

24  
25 CHAPTER 5. DUTIES AND POWERS

26  
27 Article 1. General Provisions

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

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

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

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

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

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

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

5 66540.28. The authority may sue and be sued.

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

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

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

16

17

## Article 2. Planning

18

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

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

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

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

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

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

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

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

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

33  
34 Article 3. Facilities, Equipment, and Services  
35

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

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

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

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

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

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

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

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

31

#### 32 Article 4. Funding

33

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

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

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

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

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

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

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

28 (2) The maximum principal amount of bonds.

29 (3) The maximum term of bonds.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

26  
27 Article 5. Employee Benefits and Retirement System  
28

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4  
5 CHAPTER 6. SEVERABILITY  
6

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

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

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

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

31 (b) The toll increase approved in 1988, which authorized a  
32 uniform toll of one dollar (\$1) for two-axle vehicles on the bridges  
33 and corresponding increases for multi-axle vehicles, resulted in  
34 the following toll increases for two-axle vehicles on the bridges:  
35

36	1988 Increase
37	(Two-axle vehicles)
38 Antioch Bridge	\$0.50
39 Benicia-Martinez Bridge	.60
40 Carquinez Bridge	.60

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- 1 (31) BART Warm Springs Extension. Extension of the existing  
2 BART system from Fremont to Warm Springs in southern Alameda  
3 County. Ninety-five million dollars (\$95,000,000). Up to ten  
4 million dollars (\$10,000,000) shall be used for grade separation  
5 work in the City of Fremont necessary to extend BART. The  
6 project would facilitate a future rail service extension to the Silicon  
7 Valley. The project sponsor is BART.
- 8 (32) I-580 (Tri Valley) Rapid Transit Corridor Improvements.  
9 Provide rail or High-Occupancy Vehicle lane direct connector to  
10 Dublin BART and other improvements on I-580 in Alameda  
11 County for use by express buses. Sixty-five million dollars  
12 (\$65,000,000). The project sponsor is Alameda County Congestion  
13 Management Agency.
- 14 (33) Regional Rail Master Plan. Provide planning funds for  
15 integrated regional rail study pursuant to subdivision (f) of Section  
16 30914.5. Six million five hundred thousand dollars (\$6,500,000).  
17 The project sponsors are Caltrain and BART.
- 18 (34) Integrated Fare Structure Program. Provide planning funds  
19 for the development of zonal monthly transit passes pursuant to  
20 subdivision (e) of Section 30914.5. One million five hundred  
21 thousand dollars (\$1,500,000). The project sponsor is the Translink  
22 Consortium.
- 23 (35) Transit Commuter Benefits Promotion. Marketing program  
24 to promote tax-saving opportunities for employers and employees  
25 as specified in Section 132(f)(3) or 162(a) of the Internal Revenue  
26 Code. Goal is to increase the participation rate of employers  
27 offering employees a tax-free benefit to commute to work by  
28 transit. The project sponsor is the Metropolitan Transportation  
29 Commission. Five million dollars (\$5,000,000).
- 30 (36) Caldecott Tunnel Improvements. Provide funds to plan and  
31 construct a fourth bore at the Caldecott Tunnel between Contra  
32 Costa and Alameda Counties. The fourth bore will be a two-lane  
33 bore with a shoulder or shoulders north of the current three bores.  
34 The County Connection shall study all feasible alternatives to  
35 increase transit capacity in the westbound corridor of State  
36 Highway Route 24 between State Highway Route 680 and the  
37 Caldecott Tunnel, including the study of the use of an express lane,  
38 high-occupancy vehicle lane, and an auxiliary lane. The cost of  
39 the study shall not exceed five hundred thousand dollars (\$500,000)  
40 and shall be completed not later than January 15, 2006. Fifty

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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## CITY OF VALLEJO

ANTHONY J. INTINTOLI, JR.  
MAYOR

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

September 11, 2007

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

**SUBJECT: Senate Bill – 976**

Dear Senator Perata:

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

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

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

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

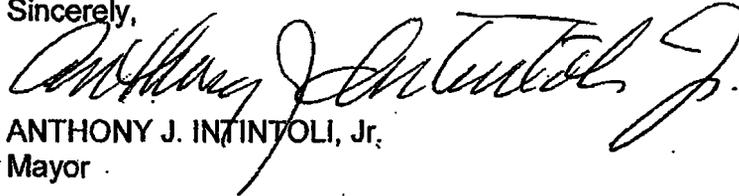
2. The City of Vallejo is requesting representation on the WETA Board of Directors. For 21 years, Vallejo has successfully operated the largest and most flourishing ferry operation affected by this proposed legislation, as indicated by a 60-80% farebox recovery rate and the 900,000 riders served per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

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

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

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

Sincerely,



ANTHONY J. INTINTOLI, Jr.  
Mayor

GAL/tdh

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



# CITY OF VALLEJO

ANTHONY J. INTINTOLI, JR.  
MAYOR

555 SANTA CLARA STREET • P.O. BOX 3088 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4377

September 19, 2007

Governor Arnold Schwarzenegger  
State Capitol Building  
Sacramento, California 95814

**SUBJECT: Request for Veto of Senate Bill 976**

Dear Governor Schwarzenegger:

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

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

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

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

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

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

Governor Arnold Schwarzenegger  
September 19, 2007  
Page 3

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

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

Sincerely,



Anthony J. Intintoli, Jr.  
Mayor

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Times-Herald editorials**

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



## Sold down river?

### Sneaky ferry grab must be stopped

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

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

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

And we're all waiting for answers.

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

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

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

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

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

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

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

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

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

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

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

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

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

began its unstoppable descent.

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

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

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



## Keep our ferry system

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

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

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

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

*Gloria Exline, Vallejo*





DATE: September 18, 2007  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Solano Napa Travel Demand Model

**Background:**

The original purpose of the Solano County traffic demand model was to meet the monitoring requirements of the state's congestion management program established in 1990 as well as the biennial Solano Congestion Management Program (CMP). Regional models, such as the Solano Napa Travel Demand Model, are required by the Metropolitan Transportation Commission (MTC) to be consistent with a modeling checklist developed by MTC, including the population and jobs projections of the Association of Bay Area Governments.

In January of 2006, MTC and STA signed an agreement to update and enhance the Solano Napa Travel Demand Model. This updated model includes a road network and land use projections through 2030, and detailed assignment of trips to alternative modes such as transit and carpool. One of the reasons MTC agreed to fund \$100,000 of the approximately \$130,000 cost was to produce a model that can be used to test scenarios in the "I-80 Corridor Smart Growth Study." The agreement anticipated completion of this work by September 2006. STA has contracted with DKS Associates to develop the updated or Phase 2 of the Solano Napa Travel Demand Model.

Completion of the modeling work has been substantially delayed. The base year road network, land uses and model results have been completed and calibrated. The year 2030 network has been agreed to by the Model Technical Advisory Committee (TAC), and the land use files produced by Dowling and Associates have also been accepted. DKS anticipates running the 2030 model by September 21, and providing results to the Model TAC in the last week of September.

**Discussion:**

Model TAC members should receive results of the 2030 model run no later than September 28<sup>th</sup>. A meeting of the Model TAC is tentatively set for October 2<sup>nd</sup> to review the model results. Simultaneously, MTC will prepare 3 alternative land use scenarios as part of the I-80 Corridor Smart Growth Study to examine the impacts of land use changes to traffic flow patterns.

If accepted by the Model TAC, the new model will be presented to the TAC at its November meeting. The Napa County Transportation and Planning Agency TAC will also be asked to review the model at approximately the same time. If accepted by both TACs, the model will be presented to the two agency Boards in December for adoption. MTC will run the I-80 Corridor Smart Growth Scenarios and have a final report by the end of 2007.

If the Model TAC accepts the 2030 results at its October meeting, STA anticipates allowing consultants to use the new model in project studies, with the caveat that it has not been adopted by the agency Boards. Once the Agency Boards adopt the model, all plans and studies will be required to use the new model.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: September 18, 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 as of mid September 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 and Antioch. CHP citation statistics for June and July have been broken out by the city of residence of the violator; those results are highlighted in the attached graph. Citations were down notably in June, but began to increase in July. The August statistics are not yet available.

2) *State Legislation*

AB 112 (double fine zone criteria and designation) and ACR 7 (Officer David Lamoree Memorial Highway) have been passed by both houses and AB 112 sent to the Governor for signature. As of this date, the Governor has not taken action. If signed, AB 112 will go into effect on January 1, 2008. ACR 7 has already been chaptered.

3) *Education*  
STA staff is working with City of Fairfield staff to prepare a Public Service Announcement (PSA) that can be shown in a variety of jurisdictions. In addition, a SR 12 Events Calendar is being prepared showing all planned events. This calendar will be presented to the SR 12 Steering Committee on September 27<sup>th</sup>.

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 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.

Caltrans is planning to apply an overlay to the Rio Vista bridge in late September or early October. During this project, the bridge will be closed to traffic from 9:00 p.m. to 5:00 a.m. for approximately 2 weeks. The exact dates have yet to be set.

The next meeting of the SR 12 Steering Committee is set for September 27<sup>th</sup> at 10:00 a.m. at the Western Railroad Museum. The meeting will include a review of actions taken to date and the status of planned improvements, as well as a discussion of related projects (SR 12 truck climbing lane and truck scale relocation) and an examination of other jurisdiction's methods of dealing with financing and governance for similar projects.

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: September 12, 2007  
TO: STA TAC  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Abandoned Vehicle Abatement (AVA) Annual Report  
Fiscal Year (FY) 2006-07

**Background:**

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administration duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

California Vehicle Code (VC) Section 22710(f) defines qualified abandoned vehicle abatement, as those vehicles marked as abandoned by an AVA Member Agency. AVA Program qualifying vehicles are registered vehicles with California License Plate.

STA's administration duty is in accordance with the VC Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. The money received from the DMV shall be used only for the abatement, removal, and disposal of a public nuisance of any abandoned, wrecked, dismantled, or inoperative vehicle or parts from private or public property.

**Discussion:**

In FY 2006-07, STA was allocated \$365,066 in AVA Program Funds. Subsequently, STA disbursed these funds plus interest earned (\$2,448) throughout the fiscal year based on the state funding formula and AVA Program expenditure reimbursement requests submitted by the member agencies. STA deducted \$10,924 (3%) of the funding received for FY 2006-07 for administrative cost. In compliance with the AVA Program requirement, STA has submitted its annual fiscal year-end report to the State Controller's Office before the required due date of October 31<sup>st</sup>.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Vacaville, City of Vallejo, City of Suisun City, and the County of Solano. The City of Rio Vista has been invited to participate in the program; however, they do not currently have many abandoned vehicle and want to defer their participation for a later time.

The following is a matrix summarizing FY 2006-07 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program:

Member Agency	FY 2006-07			FY 2005-06		
	# of Abated Vehicles	Reimbursed Amount	Average Cost	# of Abated Vehicles	Reimbursed Amount	Average Cost
City of Benicia	18	\$12,376	\$688	27	\$11,744	\$435
City of Dixon	702	\$5,778	\$8	628	\$8,360	\$13
City of Fairfield	554	\$50,615	\$91	640	\$52,086	\$81
City of Suisun	338	\$33,266	\$98	370	\$42,139	\$114
City of Vacaville	229	\$54,595	\$238	295	\$63,666	\$216
City of Vallejo	1,421	\$140,532	\$99	655	\$103,218	\$158
Solano County Unincorporated	790	\$59,427	\$75	808	\$74,428	\$92
<b>Total</b>	<b>4,052</b>	<b>\$356,589</b>	<b>\$88</b>	<b>3423</b>	<b>\$355,641</b>	<b>\$104</b>

**Fiscal Impact:**

None

**Recommendation:**

Informational.



DATE: September 18, 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 4 project delivery reminders for the TAC:

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

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

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

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

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

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

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

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

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

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

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

2. Inactive Obligations

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

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

3. Update on FTA Transfer of Funds:

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

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

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

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

**Recommendation:**

Informational.

**Attachments:**

A. Boilerplate Resolution of Local Support, MTC

B. MTC report on FTA transfer requirements, 9-17-07

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

**Resolution No.**

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

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

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

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

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

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

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

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

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

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(INSERT THE APPLICABLE MTC FUNDING PROGRAM).

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

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

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

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

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

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

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

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

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

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



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

*Memorandum*

TO: Programming and Delivery Working Group

DATE: September 17, 2007

FR: Craig Goldblatt

RE: Federal Fund Transfers (Flex)

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

Attachments

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

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U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Memorandum

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

Date: July 19, 2007

From: A. Thomas Park  
Chief Financial Officer

Reply to  
Attn. of: HCFM-1

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

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

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

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

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

**AMERICAN  
ECONOMY**

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

***(1) TRANSFERS BETWEEN FHWA AND FTA.***

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

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

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

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

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

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

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

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

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

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

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

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

***(3) TRANSFERS BETWEEN TITLE 23 PROGRAMS.***

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

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

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

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

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

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

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

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

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

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

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

***(5) TRANSFERS BETWEEN PROJECTS.***

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

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

Attachments (2)

INSTRUCTIONS FOR FHWA TRANSFER REQUEST

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

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Completion of General Information Section

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**Type of Transfer Request:**

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

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

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

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

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

**Requesting Agency:**

Enter the State name.

**Transfer to State:**

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

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

**Transfer Request Contact:**

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

**Tracking Numbers:**

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

---

Completion of "Transfer From" Details

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**Item # and Description of Fund - From:**

Enter the program fund(s) to be transferred.

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

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

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

**Fiscal Year**

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

**Program Code**

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

**Demo ID or Urban Area Code**

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

**Amount**

Enter the dollar amount of funds to be transferred.

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

**Total From:**

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

---

**Completion of "Transfer To" Details**

---

**From Item # and Description of Fund - To:**

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

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

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

**Program Code**

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

**Demo ID or Urban Area Code**

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

**Amount**

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

**Total Transfer:**

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

---

**Approvals and Submission**

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

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

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**Authority to Collect Information**

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

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

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**TEST: FHWA TRANSFER REQUEST - APPORTIONED FUNDS**  
 Type of Transfer Request: Between Programs - Apportioned Fund to Fund

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

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

Item #	Description of Fund - From	Fiscal Year	Program Code	Demo ID or Urban Area Code	Amount	From Item #	Description of Fund - To	Program Code	Demo ID or Urban Area Code	Amount	
1	_____	_____	_____	_____	_____		_____	_____	_____	_____	
2	_____	_____	_____	_____	_____		_____	_____	_____	_____	
3	_____	_____	_____	_____	_____		_____	_____	_____	_____	
4	_____	_____	_____	_____	_____		_____	_____	_____	_____	
5	_____	_____	_____	_____	_____		_____	_____	_____	_____	
6	_____	_____	_____	_____	_____		_____	_____	_____	_____	
7	_____	_____	_____	_____	_____		_____	_____	_____	_____	
8	_____	_____	_____	_____	_____		_____	_____	_____	_____	
9	_____	_____	_____	_____	_____		_____	_____	_____	_____	
10	_____	_____	_____	_____	_____		_____	_____	_____	_____	
11	_____	_____	_____	_____	_____		_____	_____	_____	_____	
12	_____	_____	_____	_____	_____		_____	_____	_____	_____	
13	_____	_____	_____	_____	_____		_____	_____	_____	_____	
14	_____	_____	_____	_____	_____		_____	_____	_____	_____	
15	_____	_____	_____	_____	_____		_____	_____	_____	_____	
16	_____	_____	_____	_____	_____		_____	_____	_____	_____	
17	_____	_____	_____	_____	_____		_____	_____	_____	_____	
18	_____	_____	_____	_____	_____		_____	_____	_____	_____	
19	_____	_____	_____	_____	_____		_____	_____	_____	_____	
20	_____	_____	_____	_____	_____		_____	_____	_____	_____	
#REF!	TOTAL FROM					_____					
					\$0.00						
							TOTAL TRANSFER			\$0.00	

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

**For State-to-State transfer of funds and limitation**

Has the State entered into an agreement with the agency indicated above to receive, obligate, expend and manage these funds for specified project(s)?  Yes  No

**STATE TRANSPORTATION DEPARTMENT**

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

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
Title of Approving Official

**FHWA DIVISION ADMINISTRATOR CONCURRENCE**

I certify that I have reviewed the request to transfer funds as itemized above; that this request is in accordance with provisions of title 23 U.S.C. and FHWA policy and procedures; and I have the authority to approve transfer of Federal-aid Highway program funds.

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
Title of Approving Official

# TEST: FHWA TRANSFER REQUEST - APPORTIONED FUNDS

Type of Transfer Request: Apportioned Funds to a DOT Agency or Federal Department

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

Requesting Agency: _____	Transfer Request Contact: _____	Name _____ Title _____ Telephone _____ Email _____	Tracking Numbers				
			<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border: 1px solid black; text-align: center;">State</td> <td style="width: 50%; border: 1px solid black; text-align: center;">FHWA</td> </tr> <tr> <td style="border: 1px solid black; height: 20px;"></td> <td style="border: 1px solid black; height: 20px;"></td> </tr> </table>	State	FHWA		
State	FHWA						

Item #	Description of Fund - From	Fiscal Year	Program Code	Demo ID or Urban Area Code	Amount
1	_____	_____	_____	_____	_____
2	_____	_____	_____	_____	_____
3	_____	_____	_____	_____	_____
4	_____	_____	_____	_____	_____
5	_____	_____	_____	_____	_____
6	_____	_____	_____	_____	_____
7	_____	_____	_____	_____	_____
8	_____	_____	_____	_____	_____
9	_____	_____	_____	_____	_____
10	_____	_____	_____	_____	_____
11	_____	_____	_____	_____	_____
12	_____	_____	_____	_____	_____
13	_____	_____	_____	_____	_____
14	_____	_____	_____	_____	_____
15	_____	_____	_____	_____	_____
16	_____	_____	_____	_____	_____
17	_____	_____	_____	_____	_____
18	_____	_____	_____	_____	_____
19	_____	_____	_____	_____	_____
20	_____	_____	_____	_____	_____
#REF!	<b>TOTAL FROM</b>				<b>\$0.00</b>

From Item #	Description of Entity - To	Amount
	_____	_____
	_____	_____
	_____	_____
	_____	_____
	_____	_____
	_____	_____
	_____	_____
	_____	_____
	_____	_____
	_____	_____
<b>TOTAL TRANSFER</b>		<b>\$0.00</b>

<b>For State-to-State transfer of contract authority and obligation authority</b>	
Has the State entered into an agreement with the agency indicated above to receive, obligate, expend and manage these funds for specified project(s)?	<input type="checkbox"/> Yes <input type="checkbox"/> No
OCFO Comments	

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

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

**STATE DEPARTMENT OF TRANSPORTATION**

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

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
Title of Approving Official

**FHWA DIVISION ADMINISTRATOR CONCURRENCE**

I certify that I have reviewed the request to transfer funds as itemized above; that this request is in accordance with provisions of title 23 U.S.C. and FHWA policy and procedures; and I have the authority to approve transfer of Federal-aid Highway program funds.

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
Title of Approving Official

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**FHWA and FTA Funds That May be Used for Either Highway or Transit Purposes  
and Title 23 Program Transfer Provisions**

<b>Federal Highway Administration Programs</b>			
<b>Primary Purpose</b>	<b>Eligible Transit Activities</b>	<b>Transfer Among Title 23 Programs [23 U.S.C. 126 &amp; 104(g)]</b>	<b>Interagency Transfer Considerations</b>
<b><i>National Highway System (NHS) (23 U.S.C. 103)</i></b>			
Improvements to rural and urban roads that are part of the NHS or that are NHS Intermodal connectors.	Transit improvements within a NHS corridor, subject to statutory conditions set in 23 U.S.C. 103 (b)(6)(C); transportation planning in accordance with 23 U.S.C. 134 & 135; fringe and corridor parking facilities; carpool and vanpool projects; public transportation management systems under 23 U.S.C. 303; publicly owned intracity and intercity bus terminals.	Up to 50% may be transferred to CMAQ, STP, IM, HSIP, RTP, and/or HBP.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for NHS funds under 23 U.S.C. 103(b)(6).
<b><i>Equity Bonus (EB) (23 U.S.C. 105)</i></b>			
Same as STP.	Same as STP.	None.	Same as STP.
<b><i>Interstate Maintenance (IM) (23 U.S.C. 119)</i></b>			
Resurfacing, restoring, rehabilitating, and reconstructing most routes on the Interstate system.	No direct transit uses.	Up to 50% may be transferred to NHS, CMAQ, STP, HSIP, RTP, and/or HBP.  Up to 100% may be transferred to STP or NHS if the State certifies to the Secretary that any part of the sums of IM funds apportioned to the State are in excess of the needs of the State for resurfacing, restoring, or rehabilitating Interstate System routes and the State is adequately maintaining the Interstate System and the Secretary accepts such certification.	Must first be transferred to another 23 U.S.C. program that has transit eligibility before the funds may be transferred to FTA.

<b><i>Railway-Highway Crossing (HRGX) 23 U.S.C. 130</i></b>			
Elimination of hazards at railway-highway crossings.	No direct transit uses.	Under 23 U.S.C. 104(g): up to 40% may be transferred to the HBP if approved by the Secretary as being in the public interest; up to 100% may be transferred to the HBP if approved by the Secretary as being in the public interest & the State provides assurance that the needs of the program are being met.	N/A
<b><i>Surface Transportation Program (STP) (23 U.S.C. 133)</i></b>			
Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges including construction or reconstruction necessary to accommodate other transportation modes.	Capital costs of transit projects that are eligible under Ch. 53 of 49 U.S.C., including vehicles and facilities, publicly or privately owned, that are used to provide intercity bus service; carpool projects and fringe & corridor parking facilities; transit safety infrastructure improvements and programs; transit research, development and technology transfer; surface transportation planning programs; public transportation management systems under 23 U.S.C. 303.	Up to 50% may be transferred to NHS, CMAQ, HSIP, IM, RTP, and/or HBP, except that funds suballocated under 23 U.S.C. 133(d)(3) for use in areas of a State may not be transferred to other 23 U.S.C. programs.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for STP funds under 23 U.S.C. 133(b).
<b><i>Surface Transportation Program Transportation Enhancements Set-aside (TE) (23 U.S.C. 133(d)(2))</i></b>			
12 specific activities included in the definition of Transportation Enhancement Activities in 23 U.S.C. 101(a)(35).	Although transit is not specifically mentioned in the list of 12 eligible TE activities, some of the eligible TE activities benefit transit.	Up to 25% of the increase above the FY97 Transportation Enhancements or Safety amount may be transferred to NHS, CMAQ, IM, HSIP, RTP, and/or HBP.	May be administered by FHWA or may be transferred to FTA for TE projects that benefit transit.
<b><i>Highway Bridge Program (HBP) (23 U.S.C. 144)</i></b>			
Replace and rehabilitate deficient highway bridges and to seismically retrofit bridges located on any public road.	No direct transit uses.	Up to 50% may be transferred to NHS, CMAQ, STP, IM, HSIP, and/or RTP.  Transfer of any HBP funds after September 30, 1997, will result in deduction of the amount of the transfer from the total cost of deficient bridges in the State and all States in the succeeding fiscal	Must first be transferred to another 23 U.S.C. program that has transit eligibility before the funds may be transferred to FTA.

		<p>year.</p> <p>Under 23 U.S.C. 104(g): up to 40% may be transferred to the HRG if approved by the Secretary as being in the public interest; up to 100% may be transferred to the HRG if approved by the Secretary as being in the public interest &amp; the State provides assurance that the needs of the program are being met. Funds provided for Off-System bridges may not be transferred to other 23 U.S.C. programs without a needs determination</p>	
<b><i>Construction of Ferry Boats &amp; Ferry Terminal Facilities (23 U.S.C. 147)</i></b>			
<p>Construction of ferry boats and ferry terminal facilities in accordance with section 129(c). Priority in the allocation of funds is to be given to those ferry systems, and public entities responsible for developing ferries, that—(1) provide critical access to areas that are not well-served by other modes of surface transportation; (2) carry the greatest number of passengers and vehicles; or (3) carry the greatest number of passengers in passenger only service.</p>	<p>Passenger ferry boats &amp; terminal facilities.</p>	<p>None</p>	<p>May be administered by FHWA or may be transferred to FTA for transit projects eligible under 23 U.S.C. 147.</p>
<b><i>Highway Safety Improvement Program (HSIP) (23 U.S.C. 148)</i></b>			
<p>To achieve a significant reduction in traffic fatalities and serious injuries on public roads.</p>	<p>No direct transit uses.</p>	<p>Up to 50% may be transferred to NHS, CMAQ, STP, IM, RTP, and/or HBP.</p>	<p>Must first be transferred to another 23 U.S.C. program that has transit eligibility before the funds may be transferred to FTA.</p>

<b><i>Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. 149)</i></b>			
Projects in nonattainment and maintenance areas that reduce transportation related emissions.	<p>Transit capital projects and operating expenses for new services. Operating assistance is limited to new or expanded transportation services and to 3 years.</p> <p>Funds may only be used in nonattainment and maintenance areas and projects must demonstrate an air quality benefit.</p> <p>States without nonattainment or maintenance areas may use their minimum apportionment of CMAQ for any project in the State eligible under either CMAQ or STP.</p>	An amount not to exceed 50 percent of the difference between the State's annual apportionment and the amount the State would have received if the CMAQ program was authorized at \$1.35 billion for that year may be transferred to NHS, STP, IM, HSIP, RTP, and/or HBP. Funds transferred to other title 23 programs must still be expended within the State's nonattainment or maintenance areas.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for CMAQ funds under 23 U.S.C. 149(b).
<b><i>Federal Lands Highways Program (FLHP) (23 U.S.C. 204)</i></b>			
Coordinated program of public roads and transit facilities serving Federal and Indian lands. Funding is broken into 4 discrete sources: Indian Reservation Roads (IRR); Public Lands Highway – Discretionary & Forest Highways; Parkways & Park Roads; Refuge Roads	<p>May be used for transit facilities within, adjacent, or providing access to public lands, national parks, national forests, refuge roads, and Indian reservations.</p> <p>Refuge roads category funds may not be used for new construction and transit.</p>	None.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for FLH funds under 23 U.S.C. 204(h).
<b><i>Recreational Trails Program (RTP) (23 U.S.C. 206)</i></b>			
Develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.	No direct transit uses.	Up to 50% may be transferred to NHS, CMAQ, STP, IM, HSIP, and/or HBP, subject to approval of the State agency administering the RTP.	Cannot be transferred to FTA.
<b><i>Statewide Planning &amp; Research (SPR) (23 U.S.C. 505)</i></b>			
Highway and transit planning; statewide transportation planning under 23 U.S.C. 135; metropolitan transportation planning under 23 U.S.C. 134.	49 U.S.C. 5305 statewide transportation planning process; public transportation management systems under 23 U.S.C. 303.	None.	SPR funds for planning may be transferred to FTA at the request of the State DOT to be combined with 49 U.S.C. 5305(e) statewide planning funds as a consolidated planning grant. The 25% of SPR funds that can only be used for RD&T may not be transferred.

<b>Federal Transit Administration Programs</b>			
<b>Primary Purpose</b>	<b>Eligible Highway Categories</b>	<b>Transfer Among Title 49 Programs</b>	<b>Interagency Transfer Considerations</b>
<b><i>Coordinated Border Infrastructure Program (CBIP) (S-LU Section 1303)</i></b>			
To improve the safe movement of motor vehicles at or across the border between the United States and Canada and the border between the United States and Mexico.	Improvements to existing transportation and supporting infrastructure that facilitate cross-border vehicle movements (for highway or transit projects).	None.	Cannot be transferred to FTA.
<b><i>Nonmotorized Transportation Pilot Program (S-LU Sec. 1807)</i></b>			
To demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within 4 identified communities.	Sidewalks, bicycle lanes, and pedestrian and bicycle paths that connect directly to transit stations.	None.	Cannot be transferred to FTA.
<b><i>Metropolitan Planning Program (MPP) (49 U.S.C. 5305(d))</i></b>			
To carry out the metropolitan transportation planning process under 49 U.S.C. 5303.	23 U.S.C. 134 metropolitan transportation planning process	None.	May be transferred to FHWA at the request of the State DOT to be combined with 23 U.S.C. 104(f) metropolitan planning funds as a consolidated planning grant; FHWA matching ratio may be used for MPP funds in a consolidated planning grant (CPG).
<b><i>Statewide Planning &amp; Research (SPR) (49 U.S.C. 5305(e))</i></b>			
To carry out the provisions of 49 U.S.C. sections 5304, 5306, 5315, and 5322.	23 U.S.C. 135 statewide transportation planning process.	None.	SPR funds for state planning may be transferred to FHWA at the request of the State DOT to be combined with 23 U.S.C. 505 statewide planning funds as a consolidated planning grant FHWA matching ratio may be used for SPR funds in a consolidated planning grant (CPG).
<b><i>Urbanized Area Formula Grants (Section 5307)</i></b> Transit capital and planning assistance to urbanized areas with populations over 50,000 and operating assistance to areas with populations of 50,000 - 200,000.	In a Transportation Management Area, the MPO may elect to transfer portions of its FTA Section 5307 (Urbanized Area Formula Grants) funds that cannot be used for operating assistance to FHWA for highway projects subject to the requirements of 49 U.S.C. 5307(b)(2).	Funds apportioned to the Governor under Section 5307 may be transferred to the Nonurbanized Formula Program (Section 5311).	FTA funds must be transferred to FHWA if they are to be used for highway purposes. Only funds in designated TMAs (urbanized areas with population 200,000 and greater) that cannot be used for operating assistance may be made available for highway projects.

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

**Background:**

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

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

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

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

**Discussion:**

MTC's February fund estimate was used throughout the development of the TDA matrix. In late July and September, MTC approved revised TDA estimates based upon actual revenue the results of the State budget. For Solano County, there was an overall decrease in TDA funds from the February estimate totaling \$350,923. There was a decrease in TDA funds for all jurisdictions except Fairfield (see Attachment A for the breakdown by jurisdiction). Intercity and paratransit services claimed by others remained whole. Local services in Benicia, Dixon, and Vallejo were impacted the greatest as they claimed, or planned to claim, 100% of the February fund estimate and these jurisdictions use all their TDA for transit.

**Recommendation:**  
Informational

Attachment:

- A. FY 2007-08 TDA Fund Estimate Summary

FY2007-08 MTC TDA Estimates for Solano

TDA Article 4/8

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

Notes:

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

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

**Background:**

Fairfield-Suisun Transit (FST) operates Rt. 30 on behalf of the Solano Transportation Authority (STA). Route 30 is funded by Transportation Development Act (TDA) funds from Fairfield, Suisun City, Vacaville, Dixon, and the County of Solano. Over the years, the STA has secured a variety of other funds for this route. This includes Transportation Fund for Clean Air from the Bay Area Air Quality Management District, Clean Air Funds from the Yolo Solano Air Quality Management District, and State Transit Assistance Funds. An updated multi-year funding agreement has been under development for the funding distribution from FY 2005-06 and beyond.

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

**Discussion:**

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

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

**Fiscal Impact:**

None.

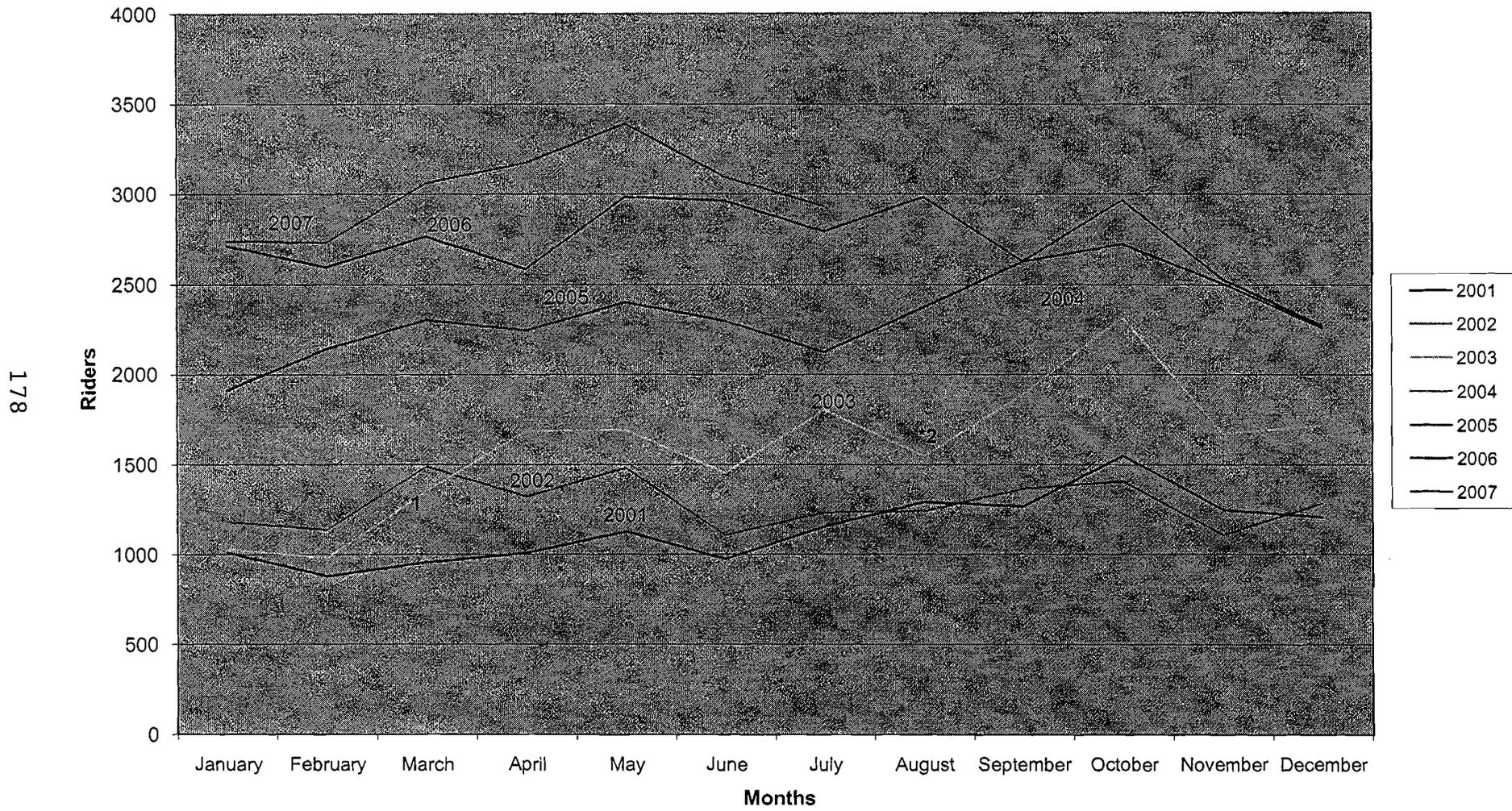
**Recommendation:**

Informational.

Attachment:

A. Multi-year Route 30 Monthly Ridership Graph

### Route 30 Ridership



\*1 Rt. 30 extended to Sacramento

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



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

**Background:**

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

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

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

**Discussion:**

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

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

**1. Customer Service**

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

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

2. **Employer Program**

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

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

3. **Vanpool Program**

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

4. **Incentives**

SNCI offers three ongoing commuter incentives: Vanpool Back-up Driver Incentive, Vanpool Formation Incentive, and a Bicycle Incentive. Eleven new vanpools received a start-up incentive and 25 individuals received the back-up drive incentive during the past year for a total of \$6,100 distributed. Both vanpool incentives are ongoing and continue to support new and existing vanpools. Eight (8) individuals applied for the Bicycle Incentive, 7 received the incentive.

5. **Emergency Ride Home**

The Solano County Emergency Ride Home (ERH) Program, implemented in early 2006, has 37 employers registered. There were 8 new employer additions in FY2006-07. During the year there were 5 requests to use the Solano County ERH program. The Napa County ERH Program was launched in late spring 2007. By July 1, 2007, 5 employers had joined.

6. **SNCI Awareness Campaign**

For the first time in many years, there was no Fall Employer Marketing Campaign. Instead, SNCI participated in the Solano Express Marketing Campaign, fulfilling the customer service support role.

7. **California Bike to Work Campaign**

California Bike to Work Week, May 14-18, 2007, is designed to encourage drive-alone commuters to try bicycling to work. Over 1,100 individuals from Solano and Napa counties participated this year. The campaign included employer and general public outreach; newspaper and radio advertising; locally donated prizes; 12 strategically placed energizer stations; and two “contests” with winners from each county - the Bike Commuter of the Year and the Team Bike Challenge.

8. **General Marketing**

Staff maintained 118 display racks throughout Solano and Napa Counties with SNCI literature and regional transit information – this included 9 new display racks added in the first half of FY 2006-07. A total of 54 events were staffed throughout Napa and Solano Counties: 15 employer events and 39 community events. SNCI also promoted services through various local printed publications.

9. **Partnerships**

Staff has been an active participant in Solano’s Children’s Network Constructing Connections committee and the Napa Clean Air Coalition including providing technical assistance with the group’s development of a car-free tourism website. The Lifeline funding program has helped advance projects identified through Community Based Transportation Plans and Welfare to Work.

**Recommendation:**

Informational.

Attachments:

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

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

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

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**SOLANO | NAPA  
COMMUTER INFO**

**Annual Report  
FY 2006-2007**



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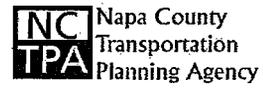
# Overview

## About SNCI

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

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

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



SOLANO | NAPA  
COMMUTER INFO

free  
Napa



BAY AREA  
AIR QUALITY  
MANAGEMENT DISTRICT  
TRANSPORTATION  
FUND FOR  
CLEAN AIR



General  
Public

# Services and Outreach

## Customer Service

SNCI provides a high level of customer service via telephone, internet, and community events. During FY 2005-06, staff responded to over 3,200 information calls; providing ridematching services, local and regional transit trip planning, Ferry and Capitol Corridor schedules, and Baylink more. Approximately 400 new matchlists and 300 matchlists were processed.



service events. 3,200 services, Baylink more. updated

SNCI also provides a variety of public transit schedules on behalf of local and regional transit agencies. Approximately 55,000 pieces of public transit and other commuter information were distributed in FY 2005-06:

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

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

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

## Events

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

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

### *Did You Know?*

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



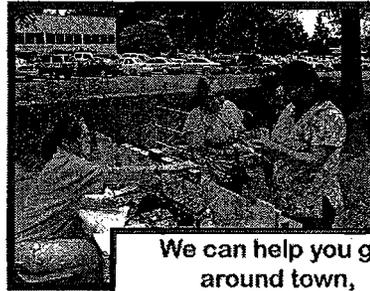


### Display Racks

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

### Marketing

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



regional  
increase  
avenues

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

Get around the easy way!

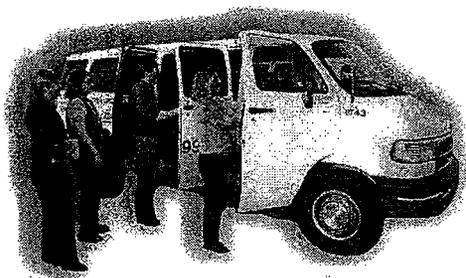
Ferry -- Train -- BART -- Bus

**800-53-KMUTE**

SOLANO | NAPA  
COMMUTER INFO

**STC**  
SOLANO TRANSIT CENTER

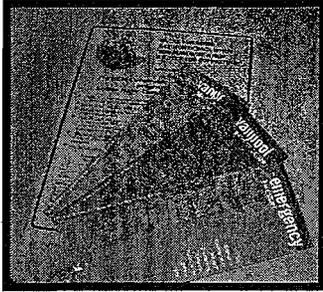
### Vanpool Program



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

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

## Incentive Programs



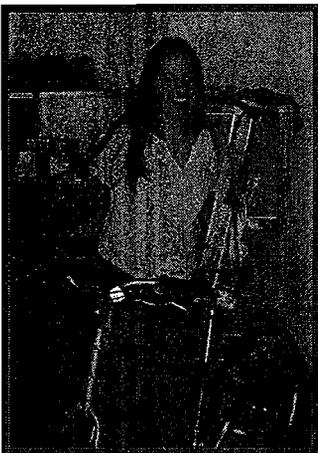
Solano Napa Commuter Information staff administers three ongoing incentive programs designed to encourage drive alone commuters to use alternative modes of transportation. Two vanpool incentives are provided to vanpools traveling to, from, or through Solano County. One bicycle incentive is provided to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

### **Vanpool Start-Up Incentive**

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

### **Vanpool Back-Up Driver Incentive**

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



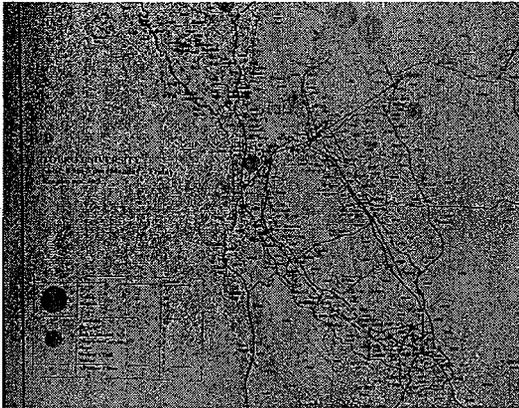
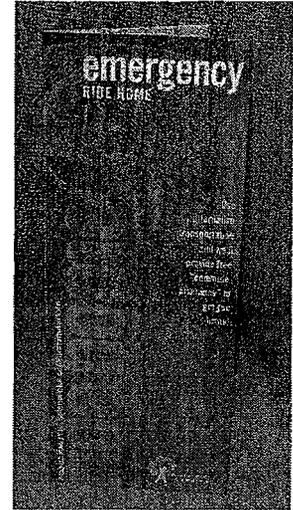
### **Bicycle Incentive**

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

## Emergency Ride Home

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

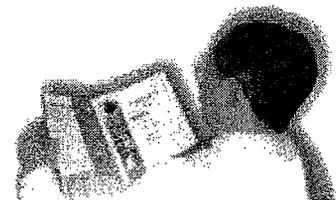
Thirty-seven employers in Solano County have registered for the ERH Program, representing 11,000 employees that are eligible to sign up. During the year there were 5 requests to use the ERH program. Some of the larger registered employers include Travis Air Force Base, Kaiser Permanente Medical Center,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



## Employer Programs

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

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



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



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

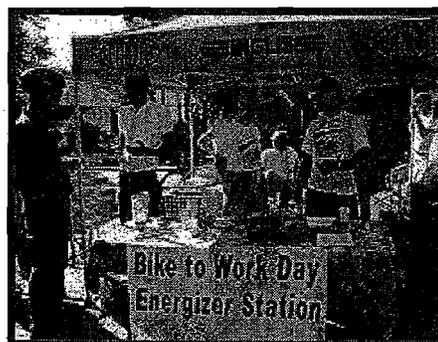
participating employees is incorporated. Information about the Solano Commute Challenge is posted on the STA's website along with a registration form where targeted employers can indicate their interest in participating in the Challenge. Solano Commute Challenge campaign materials were mailed to targeted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

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

## Rideshare Campaigns

### California Bike to Work Week

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



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

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

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

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

## **SNCI Program Staff**

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





DATE: September 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	<b>Non-Motorized Projects:</b> Matthew Farris, Cal DPR, (916) 651-7738 <b>Motorized Projects:</b> 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	<b>\$6 Million Available; Open Until Funds Exhausted</b>
State-legislated Safe Routes to School (SR2S) Program*	Slyvia Fung, Caltrans, (510) 286-5226	<b>November 16, 2007</b>
Federal Safe Routes to School (SRTS) Program*	Slyvia Fung, Caltrans, (510) 286-5226	<b>December 30, 2007 (Tentative)</b>

\*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](mailto:mfarr@parks.ca.gov)

**STA Contact Person:** Sara Woo, Planning Assistant, (707) 424-6075  
[swoo@sta-snci.com](mailto:swoo@sta-snci.com)

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**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](mailto:mfarr@parks.ca.gov)

Motorized Projects: Dan Canfield, (916) 324-1574, [dcanfield@parks.ca.gov](mailto:dcanfield@parks.ca.gov)

**STA Contact Person:** Sara Woo, Planning Assistant, (707) 424-6075  
[swoo@sta-snci.com](mailto: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



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

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**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](mailto:swoo@sta-snci.com)

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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](mailto:swoo@sta-snci.com)

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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](mailto:swoo@sta-snci.com)

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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](mailto:mureeng@abag.ca.gov)

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075, [swoo@sta-snci.com](mailto:swoo@sta-snci.com)

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FUNDING OPPORTUNITY  
**California State-legislated Safe Routes to School (SR2S)  
Program**  
November 16, 2007

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the SR2S Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and counties.

Program Description: The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students.

The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging other students to walk and bike increases.

Funding Available: Approximately \$25.5 million is available for FY 2007/2008; local match is 10 percent.

Eligible Projects: Infrastructure projects.

- Examples:
- City of Fairfield – E. Ruth Sheldon Elementary School and T.C. McDaniels School; FY 2004/2005 – \$53,100
  - City of Vacaville – 15 Elementary Schools, 3 Jr. High Schools, 3 High Schools, 1 Charter School; FY 2002/2003 – \$178,200
  - County of Solano – Benjamin Franklin Middle School; FY 2002/2003 – \$81,000

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans, District 4), (510) 286-5226, [Sylvia.fung@dot.ca.gov](mailto:Sylvia.fung@dot.ca.gov)

STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075  
[swoo@sta-snci.com](mailto:swoo@sta-snci.com)



FUNDING OPPORTUNITY

**Federal Safe Routes to School (SRTS) Program**

December 30, 2007 (Tentative)

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the SRTS Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors: State, local, regional agencies; cities and counties; non-profit organizations; schools/school districts; and Native American Tribes.
- Program Description: The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students.
- The second FY 2007/2008 call for projects is due sometime by the end of September 2007.
- Funding Available: Approximately \$26.8 million is available for FY 2007/2008; no local match, 100 percent federally reimbursed.
- Eligible Projects: Infrastructure and non-infrastructure projects.
- Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>
- Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans, District 4), (510) 286-5226, [Sylvia.fung@dot.ca.gov](mailto:Sylvia.fung@dot.ca.gov)
- STA Contact Person: Sara Woo, Planning Assistant, (707) 424-6075 [swoo@sta-snci.com](mailto:swoo@sta-snci.com)
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**Solano Transportation Authority  
Board Meeting Highlights  
September 12, 2007  
6:00 p.m.**

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**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masiclat, STA Clerk of the Board  
**RE:** Summary Actions of the September 12, 2007 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of September 12, 2007. If you have any questions regarding specific items, please call me at 424-6008.

**BOARD MEMBERS PRESENT:**

Anthony Intintoli (Chair)	City of Vallejo
Steve Messina (Vice Chair)	City of Benicia
Mike Smith (Alternate Member)	City of Dixon
Harry Price	City of Fairfield
Ed Woodruff	City of Rio Vista
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Jim Spring	County of Solano

**ACTION – FINANCIAL ITEMS**

**A. 2008 State Transportation Improvement Program (STIP) Fund Estimate and Planning, Programming and Monitoring (PPM) Commitment**

Recommendation:

Authorize the Executive Director to program 5% of the 2008 STIP Funds to PPM activities for Fiscal Year (FY) 2011-12 and FY 2012-13 as specified in the Attachment A Workplan.

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

**B. 2008 State Transportation Improvement Program (STIP) Swap**

Recommendation:

Authorize the Executive Director to swap \$1.9 million of the 2008 STIP Funds for STA planning purposes as specified in the Attachment A Workplan.

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

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

Recommendation:

Approve the amended list of FY 2007-08 Northern County Solano STAF transit projects and programs as shown on Attachment B for the following projects:

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

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

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

Recommendation:

Approve the following:

1. Solano TLC Capital Grants for the following projects:
  - A. City of Fairfield: Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project: \$73,800; and
  - B. City of Vacaville: Vacaville Downtown Creekwalk Extension: \$822,000
2. The City of Rio Vista's Waterfront Public Access Project will receive priority *for future TLC allocations provided that* the potential environmental and land acquisition issues are addressed for the project.

On a motion by Vice Chair Messina, and a second by Member Price, the STA Board unanimously approved the recommendation as amended shown above in *bold italics*.

**E. AMENDED - Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Program Manager Funds**

Recommendation:

- 1) Approve \$87,247 in Fiscal Year (FY) 2007-08 TFCA Program Manager Funds for the City of Fairfield's Union Ave./Suisun City Train Station Pedestrian Safety Improvement Project.
- 2) *Adopt a resolution authorizing the STA Executive Director to submit the TFCA Program Manager Fund Application to the BAAQMD for the approved TFCA projects.*

On a motion by Vice Chair Messina, and a second by Member Price, the STA Board unanimously approved the recommendation as amended shown above in *bold italics*.

**ACTION - NON-FINANCIAL ITEMS**

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

Recommendations:

Approve the Final 2007 Solano CMP and submit to the Metropolitan Transportation Commission (MTC).

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

**B. Draft North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan**

Recommendation:

Approve the release of the Draft North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan for public comment with a deadline for comment submittals by Friday, October 12, 2007.

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

**C. Selection of 2008 STA Chair and Vice-Chair**

Recommendation:

Approve the following:

1. Agendize the selection of the STA Chair and Vice-Chair for 2008 at the Board meeting of October 10, 2007.
2. Request the new Chair designate the STA Executive Committee for 2008 at the October 10, 2007 Board meeting.
3. The modified schedule for rotation of STA Chair and Vice-Chair as specified in Attachment B.

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

**D. AMENDED - Legislative Update**

Recommendation:

*Approve the following actions pursuant to AB 112 and ACR 7:*

- A. Authorize the Board Chair to send a letter to Governor Arnold Schwarzenegger urging his signature on AB 112 and ACR 7.*
- B. Authorize the Board Chair to send letters to Assemblymember Lois Wolk, Assemblymember Guy Houston, Assemblymember Nakanishi, Senator Pat Wiggins and Senator Tom Torlakson thanking them for their efforts in the successful legislative passage of AB 112 and ACR 7.*

*Approve the following action pursuant to SB 976:*

- A. Authorize the Board Chair to send a letter to Senator Don Perata requesting modifications to SB 976 consistent with the City of Vallejo's letter dated September 11, 2007.*

On a motion by Member Spring, and a second by Member Augustine, the STA Board unanimously approved the recommendation as amended shown above in *bold italics*.

**CONSENT CALENDAR ITEMS**

At the request of Member Price, Items D, E, and K were pulled for comments.

On a motion by Vice Chair Messina, and a second by Member Augustine, consent calendar items A through K were unanimously approved.

- A. STA Board Meeting Minutes of July 11, 2007**  
Recommendation:  
 Approve STA Board Minutes of July 11, 2007.
- B. Review TAC Draft Minutes for the Meeting of August 29, 2007**  
Recommendation:  
 Receive and file.
- C. State Route (SR) 12 Jameson Canyon Letter of Support**  
Recommendation:  
 Authorize the STA Chair to send a letter of support to Caltrans for the SR 12 Jameson Canyon Project.
- D. This item was amended and moved to IX.D**  
**Legislative Update**
- E. Eastern Solano Congestion Mitigation and Air Quality (ECMAQ) Improvement Program: Alternative Fuels Program**  
Recommendation:  
 Approve the allocation of Eastern Solano Congestion Mitigation Air Quality (ECMAQ) funding for the following projects:
1. City of Vacaville's Alternative Fuel Vehicle Incentive Program (\$200,000); and
  2. Solano Napa Commuter Information's Ridesharing Activities (\$390,000).
- F. Solano Transit Consolidation Study Phase I and Phase II Status**  
Recommendation:  
 Authorize the Executive Director to forward a letter to MTC requesting \$60,000 to fund Phase II of the Solano Transit Consolidation Study.
- G. Appointment of Paratransit Coordinating Council (PCC) Members**  
Recommendation:  
 Appoint Kim Barkus as the Public Agency – Department of Health and Human Services representative and Susan Rotchy as the Social Service Provider representative to the PCC for a 3-year term.
- H. Establishment of State Route (SR) 113 Steering Committee**  
Recommendation:  
 Approve the following:
1. Establish the SR 113 Steering Committee, with the following membership:
    - City of Dixon – Mayor or designee
    - Solano County Board of Supervisors – District 5 Supervisor
    - Solano County Representative to MTC
    - Yolo County Transportation District – Chairman or designee; and
  2. Set the first meeting of the SR 113 Steering Committee as October 24, 2007, at a time and place to be determined.

**I. Fiscal Year (FY) 2007-08 Indirect Cost Allocation Plan (ICAP) Application**

Recommendation:

Approve the ICAP Rate for FY 2007-08 and authorize the Executive Director to submit the ICAP application to Caltrans.

**J. Contract Amendment for Mark Thomas & Co. (MTCO)/Nolte Joint Venture for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document**

Recommendation:

Authorize the Executive Director to approve a contract amendment with MTCO/Nolte JV in the amount of \$2,230,055 to complete the EIR/EIS for the I-80/I-680/SR 12 Interchange for a contract term through December 2009.

**K. Contract Amendment for the Mark Thomas & Co. (MTCO)/Nolte Joint Venture for Design Services for the I-80 High Occupancy Vehicle (HOV) Lanes – Ramp Metering Project**

Recommendation:

Approve the following:

1. Authorize the Executive Director to execute a contract amendment with MTCO/Nolte JV in the amount of \$1,300,000 for Final Design Services of the I-80 HOV Lanes – Ramp Metering Project for a contract term through October 2008, and
2. STA to administer the construction contract for the I-80 HOV Lanes – Ramp Metering Project.

**COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:**

**1 Caltrans Report:**

None presented.

**2 MTC Report:**

Member Sperring commented on the opening ceremony of the Benicia-Martinez Bridge. He thanked the City of Benicia for the outstanding job serving as co-host for the event.

**3 STA Report :**

- Robert Macaulay provided an overview of the safety efforts being accomplished along the SR 12 East from I-80 to the Rio Vista Bridge. He stated that the next SR 12 Steering Committee is scheduled to meet on September 27, 2007 (10:00 a.m.) at the Western Railroad Museum.
- Gus Khouri , Shaw/Yoder, Inc., provided update to the 2007-08 Budget, Impacts on Transportation, Transit, and 2007 STA State Legislative Program.

**INFORMATIONAL ITEMS**

**A. 10-Year Funding Outlook for Highway and Transit Facilities**

Janet Adams outlined the development of a ten-year funding plan for both highway element projects and transit projects. She stated that the plan will consider projects that can be fully funded and constructed over the next ten years with a tier one goal of construction and a full funding plan of within five (5) years

## **NO DISCUSSION**

- B. Highway Projects Status Report**
  - 1. I-80/I-680/SR 12 Interchange**
  - 2. North Connector**
  - 3. I-80 HOV Lanes: Red Top Road to Air Base Parkway**
  - 4. I-80 HOV/Turner Overcrossing**
  - 5. Jepson Parkway**
  - 6. State Route (SR) 12 (Jameson Canyon)**
  - 7. State Route (SR) 12 East SHOPP Projects**
  - 8. I-80 SHOPP Rehabilitation Projects**
  
- C. State Route (SR) 12 Status Update**
  
- D. Bay Area Regional Rail Plan**
  
- E. SR 113 Major Investment and Corridor Study Update**
  
- F. Obligating and Advancing Fiscal Year (FY) 2008-09 Projects**
  
- G. Safe Routes to Schools (SR2S) Update**
  
- H. Project Delivery Update**
  
- I. Solano Commute Challenge Update**
  
- K. Funding Opportunities Summary**
  
- L. Updated STA Board Meeting Schedule for Calendar Year 2007**

## **ADJOURNMENT**

The STA Board meeting was adjourned at 7:25 p.m. The next regular meeting of the STA Board is scheduled on **Wednesday, October 10, 2007, 6:00 p.m. at the Suisun City Hall.**



DATE: September 18, 2007  
TO: 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 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
September 21	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
September 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
September 26	5:30 p.m.	STA Board Special Meeting	STA Conference Room	Confirmed
September 27	10:00 a.m.	SR 12 Steering Committee	Western Railroad Museum	Confirmed
October 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
October 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
November 14	6:00 p.m.	STA's 10 <sup>th</sup> Annual Awards	TBD - Vallejo	TBD
November 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
November 16	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
November 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
December 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
December 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
December 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative