



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**

**Wednesday, August 27, 2008, 1:30 p.m.
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

Members:

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

- | <u>ITEM</u> | <u>STAFF PERSON</u> |
|---|---------------------|
| I. 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
(1:35 -1:40 p.m.) | |
| A. Regional HOT Lanes Overview | Janet Adams |
| V. CONSENT CALENDAR
<i>Recommendation: Approve the following consent items in one motion.</i>
(1:40 – 1:45 p.m.) | |
| A. Minutes of the TAC Meeting of June 25, 2008
<i>Recommendation:</i>
<i>Approve TAC Meeting Minutes of June 25, 2008.</i>
Pg. 1 | Johanna Masielat |
| VI. ACTION FINANCIAL ITEMS | |
| A. State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09 Regional Paratransit Allocation
<i>Recommendation:</i>
<i>Forward a recommendation to the STA Board to approve the list of FY 2008-09 Regional Paratransit project as specified in Attachment A.</i>
(1:45 – 1:55 p.m.)
Pg. 7 | Elizabeth Richards |

TAC MEMBERS

Dan Schiada	Royce Cunningham	Gene Cortright	Vacant	Vacant	Rod Moresco	Gary Leach	Paul Wiese
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

- B. State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09 Status and Allocation Amendment** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to approve the first amendment to the allocation of State Transit Assistance funds for FY 2008-09 as specified in Attachments B and C.
(1:55 – 2:05 p.m.)
Pg. 11

VII. ACTION NON-FINANCIAL ITEMS

- A. Legislative Update** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to approve the specified positions on the following items:
- *HR 6052 (Oberstar) The Saving Energy Through Public Transportation Act of 2008 - Support*
 - *HR 6495 (Blumenauer) Transportation and Housing Choices for Gas Price Relief Act of 2008 – Watch*
 - *S 3380 (Clinton) The Saving Energy through Public Transportation Act of 2008 - Support*
- (2:05 – 2:10 p.m.)
Pg. 21

VIII. INFORMATIONAL ITEMS

- A. Regional Transportation Impact Fee Feasibility Study Update** Janet Adams
Informational
(2:10 – 2:15 p.m.)
Pg. 113
- B. Regional Transportation Plan (RTP) T2035 Update** Robert Macaulay
Informational
(2:15 – 2:20 p.m.)
Pg. 119
- C. Comprehensive Transportation Plan (CTP) Update** Robert Macaulay
Informational
(2:20 – 2:25 p.m.)
Pg. 125
- D. STA Annual Awards Program** Jayne Bauer
Informational
(2:25 – 2:30 p.m.)
Pg. 131
- E. SolanoExpress Annual Ridership Update** Liz Niedziela
Informational
(2:30 – 2:35 p.m.)
Pg. 141

- F. Lifeline Call for Projects** Liz Niedziela
Informational
 (2:35 – 2:40 p.m.)
Pg. 145
- G. Solano Napa Commuter Information (SNCI) Program** Judy Leaks
Fiscal Year (FY) 2007-08 Year-End Report
Informational
 (2:40 – 2:45 p.m.)
Pg. 159
- H. Transit Consolidation Study Update** Elizabeth Richards
Informational John Harris
 (2:45 – 2:50 p.m.)
Pg. 165
- NO DISCUSSION**
- I. State Route (SR) 113 Major Investment and Corridor** Robert Guerrero
Study Update
Informational
Pg. 167
- J. State Route (SR) 12 Status Update** Robert Macaulay
Informational
Pg. 169
- K. Project Delivery Update** Sam Shelton
Informational
Pg. 172
- L. Funding Opportunities Summary** Sara Woo
Informational
Pg. 176
- M. STA Board Meeting Highlights of July 9, 2008** Johanna Masiclat
Informational
Pg. 182
- N. STA Board and Advisory Committee Meeting Schedule** Johanna Masiclat
for 2008
Informational
Pg. 190

IX. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at
1:30 p.m. on Wednesday, September 24, 2008.



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
June 25, 2008

I. CALL TO ORDER

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

Present:

TAC Members Present: Dan Schiada City of Benicia
Royce Cunningham City of Dixon
Wayne Lewis City of Fairfield
Dan Kasperson City of Suisun City
Dale Pfeiffer City of Vacaville
Gary Leach City of Vallejo
Paul Wiese County of Solano

STA Staff Present: Daryl Halls STA
Janet Adams STA
Robert Macaulay STA
Elizabeth Richards STA
Liz Niedziela STA
Robert Guerrero STA
Sam Shelton STA
Sara Woo STA
Johanna Masiclat STA

Others Present:

(In Alphabetical Order by Last Name)
Birgitta Corsello County of Solano
Ed Huestis City of Vacaville
Jeff Knowles City of Vacaville
Alysa Majer City of Suisun City
Rod Moresco City of Vacaville
Matt Tuggle County of Solano
Nancy Whelan Nancy Whelan Consulting

II. APPROVAL OF THE AGENDA

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC unanimously approved the agenda with the exception to add Agenda Item VII.C Jepson Parkway Project – Implementation

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Sam Shelton distributed the Three-Year Budget (FY 2008-09, FY 2009-10, and FY 2010-11) of the Safe Routes to School Program (Agenda VIII.H).

Janet Adams commented on the Open House of the Jepson Parkway held in Vacaville on June 24, 2008.

V. CONSENT CALENDAR

On a motion by Paul Wiese, and a second by Wayne Lewis, the STA TAC approved Consent Calendar Item A through E as amended.

A. Minutes of the TAC Meeting of May 28, 2008

Recommendation:

Approve minutes of May 28, 2008.

B. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status – June 2008

Recommendation:

Forward a recommendation to the STA Board to approve the June 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

C. Amended - Community Based Transportation Plans (CBTP) – Vallejo and Cordelia/Fairfield/Suisun City

At an earlier meeting, the Consortium agreed with staff's suggestion to allow the Cities of Fairfield and Vallejo to have the some time to review and comment on the documents submitted to the group. Elizabeth Richards commented that this item will be brought to the STA Board for approval at their July 2008 meeting.

Recommendation:

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

1. The Vallejo Community Based Transportation Plan; and
2. The Cordelia/Fairfield/Suisun City Community Based Transportation Plan

D. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2008-09 Work Program

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2008-09.

E. State Route (SR) 12 Jameson Canyon Bicycle and Pedestrian Corridor Plan - Bay Area Ridge Trail Grant Application

Recommendation:

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

1. Authorize the Executive Director to enter into an agreement with the California Coastal Conservancy to accept the Bay Area Ridge Trail Grant;
2. Authorize the Executive Director to issue a Request for Proposals for the SR 12 Jameson Canyon Bicycle and Pedestrian Corridor Plan; and
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not to exceed \$55,000.

VI. ACTION FINANCIAL ITEMS

A. Solano Paratransit Management Agreement

Elizabeth Richards reviewed STA's coordination of operating and capital funding for Solano Paratransit. She explained STA's role of providing oversight, major service policy changes and/or fare changes reviewed and approved by the STA Board. She stated that the cost sharing plan for FY 2008-09 is still being developed and reviewed for Solano Paratransit. A meeting among the Solano Paratransit funding partners is scheduled for Monday, June 23, 2008.

At an earlier meeting, the Consortium requested to modify the recommendation to read as follows:

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

1. Extend current agreement for FY 2008-09 with the City of Fairfield to operate Solano Paratransit.
2. Allocate \$192,000 of STAF/Northern County-Solano funds for Solano Paratransit.
3. Apply the existing cost-sharing formula; and
4. Direct staff to initiate a study to evaluate the existing Solano Paratransit service and alternative service delivery options and to complete the study by January 2009.

The STA TAC unanimously supported the Consortium's recommendation.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to: **update and extend the current agreement for FY 2008-09 thru FY 2010-11 with the City of Fairfield to operate Solano Paratransit.**

1. *Extend current agreement for FY 2008-09 with the City of Fairfield to operate Solano Paratransit.*
2. *Allocate \$192,000 of STAF/Northern County-Solano funds for Solano Paratransit.*
3. *Apply the existing cost-sharing formula; and*
4. *Direct staff to initiate a study to evaluate the existing Solano Paratransit service and alternative service delivery options and to complete the study by January 2009.*

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

VII. ACTION NON-FINANCIAL ITEMS

A. Lifeline Program Call for Projects

Elizabeth Richards stated that a second cycle of Lifeline funds will soon be available. She indicated that MTC is in the process of finalizing details of the process. She specified that issues are expected to be resolved in the next few weeks with a Call for Projects expected in July 2008. She added that priority projects identified through the Community Based Transportation Planning process will be eligible to apply for future Lifeline funding.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to issue a call for Lifeline Projects.

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

B. Comprehensive Transportation Plan (CTP) Subsidiary Studies Scope of Work

Robert Macaulay identified and reviewed the proposed preliminary scope of work for each of the subsidiary CTP studies approved by the STA Board. He cited that once the preliminary scope of work for each study is approved, the STA will select consultants or begin in-house work as appropriate to prepare the studies.

Recommendation:

Forward a recommendation to the STA Board to approve the CTP Subsidiary Studies Scope of Work included as Attachment A.

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

C. Jepson Parkway Project – Implementation Plan

Janet Adams reviewed the development process for the Jepson Parkway Project Implementation Plan. She indicated that to help guide this plan, there is currently in-place a technical advisory working group which is comprised of the STA TAC member from each jurisdiction (the cities of Suisun City, Fairfield, Vacaville, and the County of Solano) and the STA Jepson Parkway Committee which is comprised of the Board member from each of these jurisdictions.

Recommendation:

Forward a recommendation to the STA Board authorizing the Executive Director to develop the Jepson Parkway Project Implementation Plan.

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

VIII. INFORMATIONAL ITEMS

DISCUSSION

A. **Regional Transportation Plan (RTP) T2035 Policy Priorities**

Robert Macaulay reported that the MTC Planning Committee will make a recommendation on the Draft RTP Investment Plan at their meeting of July 11, 2008. He stated that MTC will select a Draft RTP Investment Plan for environmental and air quality analysis at its July 23rd meeting. The Draft RTP and its Draft EIR are expected to be released for public comment in December of this year.

B. **SolanoExpress Route 30 Service Change**

Liz Niedziela reviewed MTC's recommendation for Fairfield and Suisun Transit (FAST) to receive two suburban buses being surplus by Samtrans. She stated that this recommendation is scheduled for approval on July 23, 2008 at the MTC Board meeting. She added that these suburban commuter coaches will give FAST the necessary vehicles to run the additional service on Route 30. She also stated that the recently approved Intercity Transit Funding Agreement for FY 2008-09 covers the expanded operating costs for Route 30.

C. **I-80 Construction Public Outreach**

Robert Macaulay reviewed staff's coordinating efforts with the Office of Public Affairs for Caltrans District 4 to reach out to the public during the construction phases of several projects along the I-80 corridor in Solano County. He noted the projects include the I-80 HOV Lanes (Red Top to Air Base Parkway) for which a groundbreaking ceremony has been held on June 19th and the I-80 SHOPP Rehabilitation Projects (Vacaville to Vallejo) which will start concurrently with the construction of the new I-80 HOV Lanes Project.

D. **Capitol Corridor – Quarterly Report**

Robert Macaulay provided a quarterly report of the Capitol Corridor's system ridership, revenue, on-time performance, and Suisun City Station passengers.

NO DISCUSSION NECESSARY

E. **Comprehensive Transportation Plan (CTP) Committee Meeting Report**

F. **State Route (SR) 12 Status**

G. **Legislative Update**

H. **Federal Safe Route to School (SRTS) Application**

I. **Project Delivery Update**

J. **Solano County Pedestrian Priority Projects - Status**

K. **Solano County Bicycle Priority Projects - Status**

L. Funding Opportunities

M. STA Board Highlights June 11, 2008

**N. STA Board and Advisory Committee Meeting Schedule
for 2008**

IX. ADJOURNMENT

The meeting was adjourned at 2:45 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, August 27, 2008.



DATE: August 18, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) for Fiscal
Year (FY) 2008-09 Regional Paratransit Allocation

Background:

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

In the Bay Area, a portion of the STAF is specifically directed to paratransit purposes by County and referred to as Regional Paratransit funds. These can only be used for paratransit purposes. In Solano, these funds have typically been used to complete studies concerning seniors and the disabled, paratransit capital grant matches, vehicle enhancements, operating assistance, and management of the Paratransit Coordinating Council.

Discussion:

Solano's Regional Paratransit funds have not yet been allocated. Due to a change in the overall funding formula for STAF, more funds are being directed to Regional Paratransit this year than in years past. In FY 2007-08, there was \$189,455 of Regional Paratransit funds to allocate. The current fund estimate for FY 2008-09 provides \$397,458 of available funds to allocate. This is a combination of \$56,931 in carryover funds and \$340,527 of new funds.

The State budget remains unresolved. In addition, there have been indications that the Prop. 42 share of the STAF is vulnerable which represents 51% of the new funds remaining. For Solano, this would reduce the estimated \$340,527 of new funds to only \$166,858. Given the uncertainty, MTC is only allocating projects that can be accommodated in the carryover.

To address the uncertainty of the State Budget's impact on the Solano/STAF funds, staff has approached the allocation of these funds in a somewhat conservative manner. The situation with the State Budget will be evolving as these allocations are reviewed by the TAC, Consortium and the Board.

STA staff has prepared a draft list of projects for review and approval for FY 2008-09 which are shown on Attachment A. They are listed in a proposed priority order based on the expected availability of Carryover, Base, and Prop. 42 funds as listed and shown in Attachment A. Nearly all of the currently proposed projects can be accommodated in the Carryover and Base funds. Two studies would be funded: The Solano Paratransit Review and Service Delivery Alternatives Study and an update of the Countywide Senior and Disabled Transportation Plan in conjunction with the Comprehensive Transportation Plan update. Management of the Paratransit Coordinating Committee (PCC) is an annual program and would continue to be funded. The FY 2007-08 allocation of \$95,000 to Vallejo Paratransit Operations is proposed for continuation at the same level - \$95,000. Over \$16,000 of the Vallejo allocation is contingent upon the receipt of the Prop. 42 piece of Regional Paratransit funds. The FY 2007-08 list of projects/programs funded by Regional Paratransit funds is listed on Attached B.

Fiscal Impact:

The STAF/Regional Paratransit for FY 2008-09 will fund the priority transit projects and programs as identified by the STA Board and priority paratransit projects and programs as identified by local transit operators.

Recommendation:

Forward a recommendation to the STA Board to approve the list of FY 2008-09 Regional Paratransit projects as specified in Attachment A.

Attachments:

- A. FY 2008-09 Solano/Regional Paratransit Projects and Programs Initial List
- B. FY 2007-08 Solano/Regional Paratransit Projects and Programs List

DRAFT

**FY 2008-09
Solano/STAF
REGIONAL PARATRANSIT**

<u>Revenue Estimates</u>	<u>FY 2008-09</u>
Projected FY 2007-08 Carryover ¹	\$ 56,931
FY 2008-09 STAF Estimate(Base/Prop 42)	\$ 340,527
Total:	\$ 397,458

Projects/Programs

Carryover Balance	<u>\$ 56,931</u>
Senior & Disabled Transportation Plan	\$ 40,000
Paratransit Coordination, PCC	\$ 45,000
Carryover Total	\$ 85,000
Carryover Balance	(\$ 28,069)
 Base	 <u>\$ 166,858</u>
Carryover Shortfall	\$ 28,069
Sol Paratransit Review & Service Delivery Study	\$ 60,000
Vallejo Paratransit Operations	\$ 78,789
Base Total	\$ 166,858
Balance	\$ 0
 Prop. 42	 <u>\$ 173,669</u>
Vallejo Paratransit Operations	\$ 16,211
Prop 42 Total	\$ 16,211
Balance	\$ 157,458

¹ Based upon MTC Reso 3845 (July 2008)

**FY 2007-08
REGIONAL PARATRANSIT**

<u>Revenue Estimates</u>	<u>FY 2007-08</u>
Projected FY 2006-07 Carryover ¹	\$ 1,037
FY 2007-08 STAF Estimate	\$ 188,418
Total:	\$ 189,455

<u>Projects/Programs</u>	
Vallejo Paratransit Operations	\$ 95,000
Sol Paratransit Assessment Study Implementation	\$ 50,000
Paratransit Coordination, PCC	\$ 40,000
TOTAL:	\$ 185,000
Balance:	\$ 4,455

¹ Based upon MTC Reso 3793 (Feb 2007)



DATE: August 18, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) for Fiscal
Year (FY) 2008-09 Status and Allocation Amendment

Background:

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

STAF has been used for a wide range of activities, including providing matching funds for the purchase of buses, funding several countywide and local transit studies, funding transit marketing activities, covering new bus purchase shortfalls when the need arises, funding intercity transit operations on a short-term or transitional basis, and supporting STA transportation planning and transit efforts.

Annually, the STA works with Transit Consortium staff representatives to develop a candidate list of projects and programs for STAF Northern Counties. Metropolitan Transportation Commission (MTC)'s February 2008 Northern County-Solano STAF estimate included new funds in the amount of \$2,179,442; this includes Base and Prop. 42 revenue only. This is the first time in many years that Vallejo has not received a separate apportionment of STAF-population as a small operator; what had been their share is now included in the County of Solano \$2.2 million new revenue estimate.

In June 2008, the STA Board approved an initial list of STAF projects and programs (Attachment A).

Discussion:

Since the June Board approval of the STAF initial list of projects and programs there have been several developments. The State Budget remains unresolved. At this point, the spillover portion of the STAF continues to not be expected and is thus not recommended for programming. In addition, there have been indications that the Prop. 42 share of the STAF is vulnerable which is 51% of the new funds remaining. For Solano, this would reduce the estimated \$2,179,442 of new funds to \$1,072,628. Given the uncertainty, MTC is only allocating projects that can be accommodated in the Carryover. MTC's estimated Carryover for Solano is projected to be \$1,577,072.

The Carryover estimate includes three projects that were approved in FY 2007-08, but their allocations were not reflected in the Carryover balance. These totaled \$160,000. Another \$504,000 reflects the balance of a \$1 million reserve for Intercity Vehicle Capital Match.

To address the uncertainty of the State Budget's impact on the Solano/STAF funds, staff has approached the allocation of these funds in a somewhat conservative manner. The situation with the State Budget will be evolving as these allocations are reviewed by the TAC, Consortium and the Board.

In summary, the projects that have been approved will be applied to the Carryover Solano/STAF funds which MTC has been allocating. Although the starting balance is \$1,577,072 there is actually only \$1,417,072 available after the \$160,000 of FY 2008 approved projects have been accounted for. In June 2008, the STA Board approved \$2,036,734 worth of projects (see Attachment A), but not all of the projects were fully defined. This allocation was based on the Solano/STAF New Funds estimate and did not take into account any carryover. The Carryover is less than the New Funds.

Of the approved projects for FY 2008-09, most of the defined projects can be funded by the Carryover balance (see Attachment B). Some changes have been made. One change is that the STA is recommending that \$150,000 that it was going to claim for three studies related to the Comprehensive Transportation Plan (CTP) be reassigned to Vallejo Transit to partially address the Baylink Ferry's transition to Water Emergency Transportation Authority (WETA). This is part of a comprehensive, multi-agency funding strategy to stabilize the ferry operation and keep it viable until it is transferred to the WETA. The three studies that the funding was shifted from include an Alternative Fuels Strategy (\$10,000), I-80/I-680/I-780 Transit Operations Study (\$100,000), and a Water Travel Study (\$40,000).

Two key projects could not be accommodated were the Vallejo Transit Transitional (Capital & Operating) in part and the Benicia, Dixon Fairfield and Suisun Transit (FAST), Vacaville City Coach (VVCC) (Capital & Operating). The Vallejo project was allocated \$632,038 and all but \$119,662 can be accommodated; Vallejo has already submitted their TDA claim to MTC.

Staff recommends the balance of the Vallejo project and the Benicia, Dixon, FAST, VVCC (Capital & Operating) project which is undefined be allocated against the FY 2008-09 Base Revenue Estimate (see Attachment C). The FY 2008-09 Base estimate is \$1,072,628 and could accommodate both these items. In addition, at the July 2008 STA Board meeting, \$24,900 was approved for a Vallejo Transit Financial Assessment Study to be completed by the Transit Consolidation consultant team (DKS Associates). This has been assigned to the Solano/STAF Base.

Local transit operators have been requesting the \$500,000 set aside for Benicia, Dixon, FAST, and VVCC (Capital and Operating). These can be accommodated in the Base Solano/STAF. The requests are:

Vacaville Transit Marketing	\$ 60,000
Benicia Transitional Assistance	\$180,000
Dixon Transitional Assistance	\$ 50,000
<u>Solano Paratransit Operating</u>	<u>\$192,000</u>
TOTAL	\$482,000

The remaining approved item that cannot be fully accommodated in the Base Solano/STAF fund estimate is the Intercity Vehicle Capital Reserve by over \$75,000 of the original \$504,000 goal. Staff recommends this be the next priority if Prop 42 Solano/STAF funds are available. If Prop 42 does fund STAF, it would make an additional \$1,030,880 available.

Fiscal Impact:

The STAF for FY 2008-09 will fund the priority transit projects and programs as identified by the STA Board with the adjustments noted and priority transit projects and programs as identified by local transit operators.

Recommendation:

Forward a recommendation to the STA Board to approve the first amendment to the allocation of State Transit Assistance funds for FY 2008-09 as specified in Attachments B and C.

Attachments:

- A. FY 2008-09 Solano STAF Initial Projects and Programs List (June 2008 STA Board Approved)
- B. FY 2008-09 Solano STAF/Carryover Projects and Programs List – Amendment 1
- C. FY 2008-09 Solano STAF/Base Projects and Programs List – Amendment 1
- D. Letter of request from City of Vacaville
- E. Letter of request from City of Dixon

THIS PAGE INTENTIONALLY LEFT BLANK

Solano STAF FY 2008-09
Carryover

			Project Allocation	Feb/July 08 Fund Estimate/ Balance
	Carryover Balance			\$ 1,577,072
	Projects approved (FY08)			
	Benicia Assessment		\$ 30,000	\$ 1,547,072
	Transit Consolidation Amendment		\$ 60,000	\$ 1,487,072
	Vallejo Transit SB976 Transition Plan		\$ 70,000	\$ 1,417,072
	Projects approved (FY09)			
	STA Transit Coordination & Management		\$ 294,696	\$ 1,122,376
	Lifeline Program Administration		\$ 5,000	\$ 1,117,376
	CTP Studies:			
		Rail Station & Service Plan	\$ 40,000	
		Rail Crossing Study	\$ 20,000	
		CTP Study Subtotal	\$ 60,000	\$ 1,057,376
		Vallejo Baylink Ferry Transition ¹	\$ 150,000	\$ 907,376
		Intercity Transit Operations (Funding Agreement)		
		Fairfield/Suisun Transit	\$ 230,000	
		Vallejo Transit	\$ 165,000	
		Intercity Transit Operations Subtotal	\$ 395,000	\$ 512,376
		Vallejo Transit Transitional (Capital & Operating)	\$ 632,038	\$ (119,662)

Notes:

1. \$150,000 of STA CTP studies deferred and funds recommended for Baylink Ferry transition to WETA

Solano STAF FY 2008-09
Base and Prop 42

			Project Allocation	Feb/July 08 Fund Estimate Balance
Base				\$ 1,072,628
	Projects			
	Vallejo Transit Transitional (Capital & Operating) ¹		\$ 119,662	\$ 952,966
	Vallejo Financial Assessment Study		\$ 24,900	\$ 928,066
	Benicia, Dixon, FAST, WVCC (Capital & Operating)		\$ 500,000	\$ 428,066
	Vacaville Transit Marketing	\$ 60,000		
	Benicia Transitional Assistance	\$ 180,000		
	Dixon Transitional Assistance	\$ 50,000		
	Solano Paratransit Operating	\$ 192,000		
	SUBTOTAL	\$ 482,000		
	Intercity Vehicle Capital Reserve		\$ 504,000	\$ (75,934)
Balance - Base Only				\$ (75,934)
Prop 42 Estimate				\$ 1,106,814
Balance - Base plus Prop 42				\$ 1,030,880

Notes:

1. Balance from Carryover

THIS PAGE INTENTIONALLY LEFT BLANK

COUNCIL MEMBERS
LEN AUGUSTINE, Mayor
CHUCK DIMMICK, Vice Mayor
PAULINE CLANCY
CURTIS HUNT
STEVE WILKINS



ATTACHMENT **RECEIVED**

JUN 20 2008

STAFF TRANSPORTATION
AUTHORITY

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

June 17, 2008

Department of Public Works

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

SUBJECT: STAF Funding Request for City Coach Transit Marketing

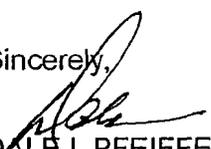
Dear Daryl:

STA's Transit Consortium/TAC staff report of May 28, 2008 discusses the availability of \$500,000 in transit capital and/or operations funds to be made available to cities that have opted-out of the Streets & Roads funding process. During those meetings, you indicated that marketing and public outreach projects would also qualify for access to these funds.

Vacaville City Coach transit is aggressively building its ridership base. Part of the success already realized has been in large part due to the consistent marketing of City Coach public transit services. Through various publicity efforts and coordinated marketing campaigns, ridership on City Coach has soared, while, as you are well aware, public satisfaction is among the best in Solano County. Our estimated year end ridership data shows a 25% increase over FY 2007! This includes an estimated 7% increase for adult riders, 21% increase for youth, and 10% increase for seniors. We endeavor to leverage the momentum already generated by increasing our public outreach through various mediums such as radio, the Vacaville Reporter newspaper, television commercials, and print ads.

As a city that has opted-out of the Streets & Roads process, we are formally requesting \$60,000 in STAF funding to assist in marketing and public outreach of City Coach transit (to be used in conjunction to our local match TDA funds). At a time when fuel prices continue to rise and we're getting more queries about our service routes, now more than ever it is time to encourage the use of public transit. Daryl, we have a very successful program that now has the potential of drawing even more non-typical transit riders if we can get the word out. We would appreciate STA's consideration and support of this reasonable request.

Sincerely,


DALE I. PFEIFFER
Director of Public Works

Cc: Mayor Len Augustine
Jeff Knowles, Deputy Director of Public Works, Traffic
Brian McLean, Transit Manager



MAYOR MARY ANN COURVILLE
VICE MAYOR MICHAEL G. GOMEZ
COUNCILMEMBER STEVE ALEXANDER



COUNCILMEMBER JACK BATCHELOR, JR.
COUNCILMEMBER MICHAEL C. SMITH
CITY TREASURER DAVID DINGMAN

August 15, 2008

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

Re: Request for Funding Assistance from Solano Transportation Assistance Fund (STAF)

Dear Mr. Halls,

The City of Dixon requests consideration of a funding allocation in the amount of \$50,000 from the Solano Transportation Assistance Fund (STAF). These funds will be used to provide for the demands for service around the bell schedule for the Dixon Unified School District (DUSD). As you are aware the DUSD cancelled school transportation service for the 2008-09 school year. This created a greater than normal response to the school bell bus schedule the City currently provides. In order to accommodate as many requests for service as possible the City is operating up to five busses during these peak periods. Past practice was to operate a maximum of four busses during the peak bell schedule times.

The City of Dixon is facing a decrease in TDA funding for fiscal year 2008-09 and recently received notice of a rescission in the amount of \$45,561 from the FY 2007/08 TDA article 4 funds. This combination coupled with increasing operating costs has left the City in a deficit in the transit fund for FY 2008/09. In order to address the reduction in funding the City has engaged in an efficiency study to determine more cost effective ways to operate including an analysis of service type and service levels. Recommendations from the study will be evaluated for implementation beginning January 1, 2009.

To immediately address the loss of TDA funding and the reduction in TDA allocation the City is evaluating service reductions. With the increased demand from school riders it will be difficult to reduce service around the school bell times. This will result in more drastic cuts to service times that benefit the general public. An allocation of STAF funds for FY 2008/09 will help the City meet the demands for the school bell schedule while not drastically reducing service during other times of the day.

City of Dixon

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



DATE: August 18, 2008
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues. The current STA Legislative Matrix is included (Attachment A) for further information.

Discussion:

The following is an update of two state bills for which the STA Board has already taken a position, as well as a summary of two federal bills for which staff recommends taking a position. The corresponding STA legislative priority/platform is indicated for each federal bill.

State Update

Assembly Bill (AB) 2558 (Feuer) - climate change mitigation and adaptation fee - authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) and the Metropolitan Transportation Commission (MTC) to impose a climate change mitigation and adaptation fee in their jurisdictions. Revenues from the fee would be used for public transit and congestion management projects and programs. The author took amendments in committee in order to address equitable distribution of the revenues that would be generated amongst the nine counties in the MTC region. It is unclear whether the amendments would indeed provide a favorable "return to source" as was established in AB 595 (Brown), Chapter 878, Statutes of 1997.

AB 2558 is being watched by California State Association of Counties (CSAC) and by the League of California Cities (LCC); Contra Costa Transportation Authority (CCTA) opposes it; MTC supports it. In July the STA Board took a position of "seek amendment" to AB 2558 to include equitable distribution of revenue. The STA's requested amendment was incorporated by the Senate on August 19, 2008.

Senate Bill (SB) 375 (Steinberg) regarding transportation, land use, and the California Environmental Quality Act (CEQA) was introduced to require the California Transportation Commission (CTC) to adopt guidelines for reducing carbon-based emissions. SB 375 would require that regional transportation plans (RTPs) contain a preferred growth scenario that meets carbon dioxide emission reduction targets by 2020 and 2050. Those targets would be set by the Air Resources Board (ARB). The bill would also require that the preferred growth scenario be consistent with adopted state planning priorities, including regional housing targets. SB 375 would provide for a streamlined CEQA process for projects that are located within jurisdictions whose general plans are consistent with a preferred growth scenario and that meet specified criteria.

The STA Board took a watch position on SB 375 last year. Last week the STA Board Chair sent a letter (Attachment B) to Senator Steinberg seeking an amendment to authorize a congestion management agency (CMA) to prepare a county-based sustainable communities strategy and transportation plan if it chose to do so, rather than cede that authority to the Association of Bay Area Governments (ABAG) and MTC. The requested amendment is not included in the amended version of SB 375 dated August 18, 2008. Similar requests have been sent to the bill's author recently by the Bay Area CMA Directors, County of Solano, and the Solano City County Coordinating Council. This issue was originally raised by the CSAC and the LCC.

Federal Update

On June 26, the House voted 322-98 to pass "The Saving Energy Through Public Transportation Act of 2008," House of Representatives Bill (HR) 6052 (Oberstar). **HR 6052** (Attachment C), cosponsored by Rep. Tauscher, would provide funding for transit agencies nationwide to temporarily reduce transit fares or expand transit services to meet the needs of the growing number of transit commuters triggered by rising fuel prices. It would authorize \$1.7 billion for Fiscal Years 2008 and 2009 in formula grants for both urban and rural areas. Under the bill, California would receive annually an additional \$257 million under the urbanized formula, and \$8.8 million in rural formula grants. The bill would increase the federal share to 100 percent for qualifying Clean Air compliance projects and also for right-of-way acquisition, design, engineering, and construction of additional parking facilities at end-of-line fixed guide-way stations, and expand transit benefits to federal government workers throughout the country. The Senate companion legislation, **S 3380** (Clinton) was introduced on July 31 (Attachment D) by Senate Majority Leader Reid and Sen. Hillary Clinton. Staff recommends a support position on HR 6052 and S 3380.

STA Legislative Platform #XII.3 Transit: Support tax benefits and/or incentives for programs to promote the use of public transit.

HR 6495 (Oberstar) was introduced as a starting point for discussion and is not expected to move as a stand-alone bill (Attachment E). Rep. Tauscher is a cosponsor. Many aspects of the bill may be discussed during the Transportation Committee staff briefings that are expected to continue in September. Some of the transportation provisions may be included in the SAFETEA-LU reauthorization bill next year. With the price of gas rising, a growing focus on the environment, and the Democrats in control of Congress, some of these provisions may be included in the ultimate bill, including ridesharing programs. The challenge will be funding all of the competing interests and balancing the need for full funding of traditional public transportation and highway capacity projects in addition to new programs like ridesharing programs.

The "Transportation and Housing Choices for Gas Price Relief Act" will provide immediate relief by providing grant funds to:

- reduce commuting costs and increase commuter choices,
- help transit agencies cope with rising fuel prices and improve service to deal with increased demand,
- assist communities in providing transportation options for their residents,
- increase the availability of affordable housing near public transportation, and
- ensure that the Federal government leads by example on these issues.

The bill is supported by a coalition of environmental, business and transit groups. Staff recommends a watch position on HR 6495.

STA Legislative Platform #V.12 Funding: Support ongoing efforts to protect and enhance federal funding as authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and to ensure that the federal government provides a fair share return of funding to California.

Recommendation:

Forward a recommendation to the STA Board to approve the specified positions on the following items:

- HR 6052 (Oberstar) The Saving Energy Through Public Transportation Act of 2008 - Support
- HR 6495 (Blumenauer) Transportation and Housing Choices for Gas Price Relief Act of 2008 – Watch
- S 3380 (Clinton) The Saving Energy through Public Transportation Act of 2008 - Support

Attachments:

- A. STA Legislative Matrix
- B. Letter to Senator Steinberg re SB 375
- C. HR 6052 (Oberstar) The Saving Energy Through Public Transportation Act of 2008
- D. S 3380 (Clinton) The Saving Energy through Public Transportation Act of 2008
- E. HR 6495 (Blumenauer) The Transportation and Housing Choices for Gas Price Relief Act of 2008

THIS PAGE INTENTIONALLY LEFT BLANK



Solano Transportation Authority

LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

August 20, 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 842	Jones	Regional plans: traffic reduction	Watch		3
AB 2295	Arambula	Transportation capital improvement projects		Support: CSAC, LCC	3
AB 2558	Feuer	Climate change mitigation and adaptation fee	Seek Amendment	Support: BAAQMD, MTC Oppose: CCTA Watch: CSAC, LCC	3
AB 2971	DeSaurinier	Safety programs: bicyclists and pedestrians	Watch	Watch: CSAC, LCC	4
SB 286	Lowenthal	Transportation enhancement funds: conservation corps requirement			4
SB 375	Steinberg	Transportation planning: travel demand models: preferred growth scenarios: environmental review	Watch	Support: ABAG, CSAC, LCC, MTC Oppose: CCTA, Self- Help Counties Coalition	4
SB 748	Corbett	State-Local Partnership Program allocation guidelines.	Watch	Support: CSAC, LCC, MTC	5

ABAG = Association of Bay Area Governments; BAAQMD = Bay Area Air Quality Management District; CCJPA = Capitol Corridor Joint Powers Authority; CCTA = Contra Costa Transportation Authority; CSAC = California State Association of Counties; CTA = California Transit Association; LCC = League of California Cities; MTC = Metropolitan Transportation Commission

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 1093	Wiggins	SF Bay Area Water Emergency Transportation Authority (ferry cleanup bill)	Watch	Support: Cities of Alameda & Vallejo, Vallejo Chamber of Commerce	5
SB 1422	Lowenthal	High Speed Rail Authority	Support	Watch: CSAC, LCC	5
SB 1429	Perata	Bay Area state-owned toll bridges	Watch		5

Federal Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
HR 6052	Oberstar	Public transportation funding			6
HR 6495	Blumenauer	Transportation and housing options.			6
S 294	Lautenberg	A bill to reauthorize Amtrak.			6
S 3380	Clinton	Public transportation funding			6

For details of important milestones during the 2008 sessions of the California Legislature and the U.S. Congress, please refer to calendars on last 2 pages.

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

Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
AB 842 (Jones) Regional plans: traffic reduction	AB 842 would require the Department of Housing and Community Development (HCD), when ranking applications for funding under the Infill Incentive Grant (Infill) Program and the Transit Oriented Development Implementation (TOD) Program, to award preference or priority to projects located in areas where the local or regional entity has adopted a general plan, transportation plan, or regional blueprint that will reduce the growth of vehicle miles traveled (VMT) by at least 10 percent, and the project is consistent with that planning document. <i>Last amended 08/18/08.</i>	08/20/08; SEN Approps third reading	Watch
AB 2295 (Arambula) Transportation capital improvement projects	Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds. <i>Last amended 07/14/08.</i>	08/13/08; Enrolled	Support: CSAC, LCC
AB 2558 (Feuer) Climate change mitigation and adaptation fee	This bill authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) and the Metropolitan Transportation Commission (MTC) to impose a climate change mitigation and adaptation fee in their jurisdictions. Revenues from the fee would be used for public transit and congestion management projects and programs. The author took amendments in committee in order to address equitable distribution of the revenues amongst the nine counties that would be generated in the MTC region. It is unclear whether the amendments would indeed provide a favorable "return to source" as was established in AB 595 (Brown), Chapter 878, Statutes of 1997. <i>Last amended 08/19/08.</i> <i>*STA seeks an amendment to include a return to source provision, which is included in the 08/19/08 amended bill.</i>	08/20/08; SEN third reading	*Seek amendment Support: BAAQMD, MTC Oppose: CCTA Watch: CSAC, LCC

27

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
<p>AB 2971 (DeSaulnier)</p> <p>Fees: construction of bridges & major thoroughfares; fatality rates</p> <p>Safety programs: bicyclists and pedestrians</p>	<p>Would create the Fair Share for Safety program. Caltrans would be required to conduct an annual analysis for fatality rates of all modes of travel, as specified, and to apportion federal transportation safety funds, as specified, in a manner that is proportionate to the rate of fatalities for each mode of travel. This bill contains other related provisions and other existing laws.</p> <p>This bill would require the department, on or before January 1, 2010, to establish guidance and criteria to ensure that the needs of bicyclists and pedestrians are addressed in the development of its safety programs, and to consider specified factors in that regard. <i>Last Amended on 08/19/08</i></p>	<p>08/20/08; SEN second reading</p>	<p>Watch</p> <p>Support: CTA Watch: CSAC, LCC</p>
<p>SB 286 (Lowenthal)</p> <p>Transportation enhancement funds: conservation corps</p>	<p>Amended 1/17/08 to replace with language relative to federal funds for state transportation enhancement projects. The bill as amended establishes criteria for priority to be given to projects that employ community conservations corps members to construct projects. The bill also authorizes agencies to enter into cooperative agreements with the corps. <i>Last amended 08/15/08.</i></p> <p><i>Previous support position related to Prop 1B Bond Implementation for Local Streets/Roads.</i></p>	<p>08/20/08; SEN Unfinished business</p>	
<p>SB 375 (Steinberg)</p> <p>Transportation planning: travel demand models: preferred growth scenarios: environmental review.</p>	<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. 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 Dept. 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. <i>Last amended 08/18/08.</i></p> <p><i>*STA Board Chair requested amendment (which is <u>not</u> included in the 08/18/08 amended bill) authorizing a congestion management agency (CMA) to prepare a county-based sustainable communities strategy and transportation plan if it chose to do so, rather than cede that authority to ABAG and MTC.</i></p>	<p>08/20/08; ASM second reading</p>	<p>Watch</p> <p>Support: ABAG, CSAC, LCC, MTC Oppose: CCTA, Self-Help Counties Coalition</p>

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
SB 748 (Corbett) State/Local Partnerships	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. <i>Last amended 07/12/07.</i>	08/30/07; ASM APPROP, Second hearing cancelled by author	Watch Support: CSAC, LCC, MTC
SB 1093 (Wiggins) SF Bay Area Water Emergency Transportation Authority	Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires that, in certain states of emergency, the authority coordinate emergency activities for all water transportation services in the bay area region in cooperation with certain specified entities. This bill would make technical, non-substantive changes to those provisions. <i>Last amended 08/12/08.</i> <i>*STA seeks amendments providing permanent Solano representation on the WETA Board, which are <u>not</u> included in the latest amended bill.</i>	08/20/08; SEN Unfinished business	*Support with amendments Support: Cities of Alameda & Vallejo, Vallejo Chamber of Commerce
SB 1422 (Lowenthal) High Speed Rail Authority	Provides an exemption, pertaining to public works contracts undertaken by state agencies, to the Calif. High-Speed Rail Authority (HSRA) allowing HSRA, rather than the California Department of Transportation (Caltrans), to award contracts for constructing a high-speed rail passenger project in CA. Although HSRA has authority to enter into contracts for developing the high-speed rail project, there is ambiguity in current law relative to exclusive control of public works contracts by Caltrans, unless there is a specific exemption. SB 1422 provides that specific exemption and removes the ambiguity in law. <i>Last amended 04/07/08.</i>	08/20/08; ASM inactive file	Support Watch: CSAC, LCC
SB 1429 (Perata) Bay Area state-owned toll bridges	This bill requires state-owned toll bridge project sponsors to provide that identification of the source of any state matching funds for toll revenues be included in information reported to the Bay Area Toll Authority (BATA) by Caltrans and project sponsors, and that BATA may include this reported data in its Annual Report to the SF Bay Area State Legislative Delegation. <i>Last amended 04/23/08.</i>	08/20/08: ASM inactive file	Watch

Federal Legislation

Federal Legislation Bill/Author	Summary	Status of Bill	STA / Others' Position
HR 6052 (Oberstar) Public transportation funding	Saving Energy Through Public Transportation Act of 2008 - Authorizes appropriations for each of FY2008-FY2009 for public transportation formula grants for urbanized areas and for other areas.	06/27/08 Ref to Senate Committee on Banking, Housing, and Urban Affairs	Cosponsored by Rep. Tauscher
HR 6495 (Blumenauer) Transportation and housing options	A bill to authorize programs and activities to support transportation and housing options that will assist American families in reducing transportation costs, and for other purposes.	07/16/08 Ref. to Sub-comm: Highways and Transit.	Cosponsored by Rep. Tauscher
S 294 (Lautenberg) Amtrak Reauthorization	A bill to reauthorize Amtrak, and for other purposes.	07/22/08 Resolving differences -- House actions. The Speaker appointed conferees - from the Comm. on Science and Technology for consideration of sections 105 and 305 of the bill, and modifications committed to conference: Gordon, Wu, and Gingrey.	Cosponsored by Senator Boxer
S 3380 (Clinton) Public transportation funding	Saving Energy through Public Transportation Act of 2008. Authorizes appropriations for each of FY2008-FY2009 for public transportation formula grants for urbanized areas and for other areas. Companion bill to HR 6052.	7/31/08 Ref. to Committee on Banking, Housing, and Urban Affairs.	

California Legislature 2007-08 Regular Session Calendar

<p>January 2008 (Second year of 2-year legislative session)</p> <p>1 Statutes take effect 7 Legislature reconvenes 9 Governor's State of the State Address 10 Budget Bill must be submitted by Governor 18 Last day for policy committees to meet/report to Fiscal Committees fiscal bills introduced in their house in 2007 21 Martin Luther King, Jr. Day 25 Last day for committees to meet/report to the floor bills introduced in their house in 2007 & to submit bill requests to Leg. Coun. Off. 31 Last day for each house to pass bills introduced in 2007 in their house</p>	<p>June</p> <p>2 Committee meetings may resume 15 Budget Bill must be passed by midnight 26 Last day for a legislative measure to qualify for the Nov. 4 Gen. Election ballot 27 Last day for policy committees to hear and report bills</p>
<p>February</p> <p>11 Lincoln's Birthday 18 Washington's Birthday observed 22 Last day to introduce bills</p>	<p>July</p> <p>3 Summer Recess begins on adjournment, provided Budget Bill has been passed 4 Independence Day</p>
<p>March</p> <p>13 Spring Recess begins upon adjournment 24 Legislature reconvenes from Spring Recess 31 Cesar Chavez Day</p>	<p>August</p> <p>4 Legislature reconvenes 15 Last day for Fiscal Committees to meet/report bills to Floor 18-31 Floor session only – No committee may meet for any purpose (except conference and Rules committees) 22 Last day to amend bills on the Floor 31 Last day for any bill to pass - Final Recess begins on adjournment</p>
<p>April</p> <p>18 Last day for policy committees to meet/report Fiscal Committees fiscal bills introduced in their house</p>	<p>September</p> <p>3 Labor Day 30 Last day for Governor to sign/veto bills passed by the Legislature on or before Sept. 1 and in the Governor's possession after Sept. 1</p>
<p>May</p> <p>2 Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house 16 Last day for policy committees to meet prior to June 2 23 Last day for Fiscal Committees to hear and report to the Floor bills introduced in their house 23 Last day for Fiscal Committees to meet prior to June 2 26 Memorial Day observed 27-30 Floor session only - No committee may meet for any purpose 30 Last day for bills to be passed out of the house of origin</p>	<p>Important Dates Occurring During Final Recess:</p> <p><u>2008</u> Nov. 4 General Election Nov. 30 Adjournment <u>Sine Die</u> at midnight Dec. 1 12 midnight convening of the 2009-10 Regular Session</p> <p><u>2009</u> Jan. 1 Statutes take effect</p>

110th United States Congress 2008 Second Session Calendar

January 15 House convenes 21 Martin Luther King, Jr. Day 22 Senate convenes (tentative) 28 State of the Union	July June 30- Independence Day District Work Period July 4
February 18 President's Day 19-22 Presidents' Day District Work Period 25 Senate and House reconvene	August 11-Sept 5 Summer District Work Period 25-28 Democratic convention
March 9 Daylight Savings Time Begins 17 St. Patrick's Day 17-28 Spring District Work Period	September 1 Labor Day 1-4 Republican convention 8 Senate and House reconvene 26 Target Adjournment Date 30 Rosh Hashanah
April	October 9 Yom Kippur 13 Columbus Day
May 26- 30 Memorial Day Recess/District Work Period	November 2 Daylight Savings Time Ends 4 Election Day 11 Veterans Day 27 Thanksgiving Day
June	December 22 Hanukkah 25 Christmas Holiday

32



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

Benicia	August 12, 2008
Dixon	
Fairfield	The Honorable Darrell Steinberg
Rio Vista	Senator, 6 th District
Solano County	State Capitol, Room 4035
Suisun City	Sacramento, CA 95814
Vacaville	
Vallejo	

RE: SB 375: SEEK AMENDMENT

Dear Senator Steinberg:

On behalf of the Solano Transportation Authority (STA), the organization responsible for managing county-based transportation planning and project development programs in Solano County, I am writing to request the following amendment to SB 375 (Steinberg):

“Authorize that a congestion management agency (CMA) may prepare, the county-based sustainable communities strategy and transportation plans serving as the basis for the “sustainable communities strategy (SCS),” except in cases where the CMA or equivalent planning agency cedes that authority to the Metropolitan Transportation Commission (MTC).”

Utilizing a CMA-prepared, county-based land use transportation plan as the basis for the SCS would allow congestion management agencies in the multi-county Bay Area the same authority reserved for the county transportation commissions within other regions. In the Bay Area, it would allow each county congestion management agency or its designated transportation planning agency to work with its constituent cities and county on a much more detailed and intimate basis, and would also recognize the diversity of socioeconomic, income, and land use patterns across the multi-county Bay Area. A county-based approach to the SCS would also serve to further an ongoing collaborative effort on the part of the Bay Area Congestion Management Agencies, the MTC, the Bay Area Air Quality Management District, and the Association of Bay Area Governments to develop a regional Climate Change Strategy.

We have attached draft language to reflect this requested amendment for your consideration. If you have any questions, please call our Executive Director, Daryl Halls at (707) 424-6075 or our Legislative Advocate, Gus Khouri at (916) 446-4656.

Sincerely,



Eddie Woodruff, Chair
Mayor, City of Rio Vista

EW/jb

cc:

The Honorable Karen Bass, Speaker of the Assembly
The Honorable Noreen Evans, 7th Assembly District
The Honorable Mike Machado, 5th Senate District
The Honorable Patricia Wiggins, 2nd Senate District
The Honorable Lois Wolk, 8th Assembly District
STA Board Members
Daryl Halls, STA Executive Director
Gus Khouri, Legislative Advocate, Shaw/Yoder, Inc.

Attachment:

STA Proposed Amendment to SB 375

Solano Transportation Proposed Amendment:

Add the following to Section 65080(b)(2)(B) of SB 375:

An agency designated pursuant to Government Code Section 66531 may prepare subdivisions (iv), (vii) and (viii) for that county. The incorporation of any submissions provided by the entities described in Government Code Section 66531 to the sustainable communities strategy shall be subject to the approval of the Metropolitan Transportation Commission.

THIS PAGE INTENTIONALLY LEFT BLANK

IIB

110TH CONGRESS
2^D SESSION

H. R. 6052

IN THE SENATE OF THE UNITED STATES

JUNE 27, 2008

Received; read twice and referred to the Committee on Banking, Housing, and
Urban Affairs

AN ACT

To promote increased public transportation use, to promote increased use of alternative fuels in providing public transportation, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Saving Energy
3 Through Public Transportation Act of 2008”.

4 **SEC. 2. FINDINGS.**

5 Congress finds the following:

6 (1) In 2007, people in the United States took
7 more than 10.3 billion trips using public transpor-
8 tation, the highest level in 50 years.

9 (2) Public transportation use in the United
10 States is up 32 percent since 1995, a figure that is
11 more than double the growth rate of the Nation’s
12 population and is substantially greater than the
13 growth rate for vehicle miles traveled on the Na-
14 tion’s highways for that same period.

15 (3) Public transportation use saves fuel, re-
16 duces emissions, and saves money for the people of
17 the United States.

18 (4) The direct petroleum savings attributable to
19 public transportation use is 1.4 billion gallons per
20 year, and when the secondary effects of transit avail-
21 ability on travel are also taken into account, public
22 transportation use saves the United States the
23 equivalent of 4.2 billion gallons of gasoline per year
24 (more than 11 million gallons of gasoline per day).

1 (5) Public transportation use in the United
2 States is estimated to reduce carbon dioxide emis-
3 sions by 37 million metric tons annually.

4 (6) An individual who commutes to work using
5 a single occupancy vehicle can reduce carbon dioxide
6 emissions by 20 pounds per day (more than 4,800
7 pounds per year) by switching to public transpor-
8 tation.

9 (7) Public transportation use provides an af-
10 fordable alternative to driving, as households that
11 use public transportation save an average of \$6,251
12 every year.

13 (8) Although under existing laws Federal em-
14 ployees in the National Capital Region receive tran-
15 sit benefits, transit benefits should be available to all
16 Federal employees in the United States so that the
17 Federal Government sets a leading example of great-
18 er public transportation use.

19 (9) Public transportation stakeholders should
20 engage and involve local communities in the edu-
21 cation and promotion of the importance of utilizing
22 public transportation.

23 (10) Increasing public transportation use is a
24 national priority.

1 **SEC. 3. GRANTS TO IMPROVE PUBLIC TRANSPORTATION**
2 **SERVICES.**

3 (a) **AUTHORIZATIONS OF APPROPRIATIONS.—**

4 (1) **URBANIZED AREA FORMULA GRANTS.—**In
5 addition to amounts allocated under section
6 5338(b)(2)(B) of title 49, United States Code, to
7 carry out section 5307 of such title, there is author-
8 ized to be appropriated \$750,000,000 for each of fis-
9 cal years 2008 and 2009 to carry out such section
10 5307. Such funds shall be apportioned, not later
11 than 7 days after the date on which the funds are
12 appropriated, in accordance with section 5336 (other
13 than subsections (i)(1) and (j)) of such title but may
14 not be combined or commingled with any other
15 funds apportioned under such section 5336.

16 (2) **FORMULA GRANTS FOR OTHER THAN UR-**
17 **BANIZED AREAS.—**In addition to amounts allocated
18 under section 5338(b)(2)(G) of title 49, United
19 States Code, to carry out section 5311 of such title,
20 there is authorized to be appropriated \$100,000,000
21 for each of fiscal years 2008 and 2009 to carry out
22 such section 5311. Such funds shall be apportioned,
23 not later than 7 days after the date on which the
24 funds are appropriated, in accordance with such sec-
25 tion 5311 but may not be combined or commingled

1 with any other funds apportioned under such section
2 5311.

3 (b) USE OF FUNDS.—Notwithstanding sections 5307
4 and 5311 of title 49, United States Code, the Secretary
5 of Transportation may make grants under such sections
6 from amounts appropriated under subsection (a) only for
7 one or more of the following:

8 (1) If the recipient of the grant is reducing, or
9 certifies to the Secretary within the time the Sec-
10 retary prescribes that, during the term of the grant,
11 the recipient will reduce one or more fares the re-
12 cipient charges for public transportation, or in the
13 case of subsection (f) of such section 5311, intercity
14 bus service, those operating costs of equipment and
15 facilities being used to provide the public transpor-
16 tation, or in the case of subsection (f) of such sec-
17 tion 5311, intercity bus service, that the recipient is
18 no longer able to pay from the revenues derived
19 from such fare or fares as a result of such reduction.

20 (2) If the recipient of the grant is expanding,
21 or certifies to the Secretary within the time the Sec-
22 retary prescribes that, during the term of the grant,
23 the recipient will expand public transportation serv-
24 ice, or in the case of subsection (f) of such section
25 5311, intercity bus service, those operating and cap-

1 ital costs of equipment and facilities being used to
2 provide the public transportation service, or in the
3 case of subsection (f) of such section 5311, intercity
4 bus service, that the recipient incurs as a result of
5 the expansion of such service.

6 (3) To avoid increases in fares for public trans-
7 portation, or in the case of subsection (f) of such
8 section 5311, intercity bus service, or decreases in
9 current public transportation service, or in the case
10 of subsection (f) of such section 5311, intercity bus
11 service, that would otherwise result from an increase
12 in costs to the public transportation or intercity bus
13 agency for transportation-related fuel or meeting ad-
14 ditional transportation-related equipment or facility
15 maintenance needs, if the recipient of the grant cer-
16 tifies to the Secretary within the time the Secretary
17 prescribes that, during the term of the grant, the re-
18 cipient will not increase the fares that the recipient
19 charges for public transportation, or in the case of
20 subsection (f) of such section 5311, intercity bus
21 service, or, will not decrease the public transpor-
22 tation service, or in the case of subsection (f) of
23 such section 5311, intercity bus service, that the re-
24 cipient provides.

1 (4) If the recipient of the grant is acquiring, or
2 certifies to the Secretary within the time the Sec-
3 retary prescribes that, during the term of the grant,
4 the recipient will acquire, clean fuel or alternative
5 fuel vehicle-related equipment or facilities for the
6 purpose of improving fuel efficiency, the costs of ac-
7 quiring the equipment or facilities.

8 (5) If the recipient of the grant is establishing
9 or expanding, or certifies to the Secretary within the
10 time the Secretary prescribes that, during the term
11 of the grant, the recipient will establish or expand
12 commuter matching services to provide commuters
13 with information and assistance about alternatives
14 to single occupancy vehicle use, those administrative
15 costs in establishing or expanding such services.

16 (c) FEDERAL SHARE.—Notwithstanding any other
17 provision of law, the Federal share of the costs for which
18 a grant is made under this section shall be 100 percent.

19 (d) PERIOD OF AVAILABILITY.—Funds appropriated
20 under this section shall remain available for a period of
21 2 fiscal years.

22 **SEC. 4. INCREASED FEDERAL SHARE FOR CLEAN AIR ACT**
23 **COMPLIANCE.**

24 Notwithstanding section 5323(i)(1) of title 49,
25 United States Code, a grant for a project to be assisted

1 under chapter 53 of such title during fiscal years 2008
 2 and 2009 that involves acquiring clean fuel or alternative
 3 fuel vehicle-related equipment or facilities for the purposes
 4 of complying with or maintaining compliance with the
 5 Clean Air Act (42 U.S.C. 7401 et seq.) shall be for 100
 6 percent of the net project cost of the equipment or facility
 7 attributable to compliance with that Act unless the grant
 8 recipient requests a lower grant percentage.

9 **SEC. 5. TRANSPORTATION FRINGE BENEFITS.**

10 (a) **REQUIREMENT THAT AGENCIES OFFER TRANSIT**
 11 **PASS TRANSPORTATION FRINGE BENEFITS TO THEIR**
 12 **EMPLOYEES NATIONWIDE.—**

13 (1) **IN GENERAL.—**Section 3049(a)(1) of the
 14 Safe, Accountable, Flexible, Efficient Transportation
 15 Equity Act: A Legacy for Users (5 U.S.C. 7905
 16 note; 119 Stat. 1711) is amended—

17 (A) by striking “Effective” and all that
 18 follows through “each covered agency” and in-
 19 serting “Each agency”; and

20 (B) by inserting “at a location in an ur-
 21 banized area of the United States that is served
 22 by fixed route public transportation” before
 23 “shall be offered”.

1 (2) CONFORMING AMENDMENTS.—Section
2 3049(a) of such Act (5 U.S.C. 7905 note; 119 Stat.
3 1711) is amended—

4 (A) in paragraph (3)—

5 (i) by striking subparagraph (A); and

6 (ii) by redesignating subparagraphs
7 (B) through (F) as subparagraphs (A)
8 through (E), respectively; and

9 (B) in paragraph (4) by striking “a cov-
10 ered agency” and inserting “an agency”.

11 (b) BENEFITS DESCRIBED.—Section 3049(a)(2) of
12 such Act (5 U.S.C. 7905 note; 119 Stat. 1711) is amended
13 by striking the period at the end and inserting the fol-
14 lowing: “, except that the maximum level of such benefits
15 shall be the maximum amount which may be excluded
16 from gross income for qualified parking as in effect for
17 a month under section 132(f)(2)(B) of the Internal Rev-
18 enue Code of 1986.”.

19 (c) GUIDANCE.—Section 3049(a) of such Act (5
20 U.S.C. 7905 note; 119 Stat. 1711) is amended by adding
21 at the end the following:

22 “(5) GUIDANCE.—

23 “(A) ISSUANCE.—Not later than 60 days
24 after the date of enactment of this paragraph,
25 the Secretary of Transportation shall issue

1 guidance on nationwide implementation of the
2 transit pass transportation fringe benefits pro-
3 gram under this subsection.

4 “(B) UNIFORM APPLICATION.—

5 “(i) IN GENERAL.—The guidance to
6 be issued under subparagraph (A) shall
7 contain a uniform application for use by all
8 Federal employees applying for benefits
9 from an agency under the program.

10 “(ii) REQUIRED INFORMATION.—As
11 part of such an application, an employee
12 shall provide, at a minimum, the employ-
13 ee’s home and work addresses, a break-
14 down of the employee’s commuting costs,
15 and a certification of the employee’s eligi-
16 bility for benefits under the program.

17 “(iii) WARNING AGAINST FALSE
18 STATEMENTS.—Such an application shall
19 contain a warning against making false
20 statements in the application.

21 “(C) INDEPENDENT VERIFICATION RE-
22 QUIREMENTS.—The guidance to be issued
23 under subparagraph (A) shall contain inde-
24 pendent verification requirements to ensure

1 that, with respect to an employee of an agen-
2 cy—

3 “(i) the eligibility of the employee for
4 benefits under the program is verified by
5 an official of the agency;

6 “(ii) employee commuting costs are
7 verified by an official of the agency; and

8 “(iii) records of the agency are
9 checked to ensure that the employee is not
10 receiving parking benefits from the agency.

11 “(D) PROGRAM IMPLEMENTATION RE-
12 QUIREMENTS.—The guidance to be issued
13 under subparagraph (A) shall contain program
14 implementation requirements applicable to each
15 agency to ensure that—

16 “(i) benefits provided by the agency
17 under the program are adjusted in cases of
18 employee travel, leave, or change of ad-
19 dress;

20 “(ii) removal from the program is in-
21 cluded in the procedures of the agency re-
22 lating to an employee separating from em-
23 ployment with the agency; and

24 “(iii) benefits provided by the agency
25 under the program are made available

1 using an electronic format (rather than
2 using paper fare media) where such a for-
3 mat is available for use.

4 “(E) ENFORCEMENT AND PENALTIES.—
5 The guidance to be issued under subparagraph
6 (A) shall contain a uniform administrative pol-
7 icy on enforcement and penalties. Such policy
8 shall be implemented by each agency to ensure
9 compliance with program requirements, to pre-
10 vent fraud and abuse, and, as appropriate, to
11 penalize employees who have abused or misused
12 the benefits provided under the program.

13 “(F) PERIODIC REVIEWS.—The guidance
14 to be issued under subparagraph (A) shall re-
15 quire each agency, not later than September 1
16 of the first fiscal year beginning after the date
17 of enactment of this paragraph, and every 3
18 years thereafter, to develop and submit to the
19 Secretary a review of the agency’s implementa-
20 tion of the program. Each such review shall
21 contain, at a minimum, the following:

22 “(i) An assessment of the agency’s
23 implementation of the guidance, including
24 a summary of the audits and investiga-

1 tions, if any, of the program conducted by
2 the Inspector General of the agency.

3 “(ii) Information on the total number
4 of employees of the agency that are partici-
5 pating in the program.

6 “(iii) Information on the total number
7 of single occupancy vehicles removed from
8 the roadway network as a result of partici-
9 pation by employees of the agency in the
10 program.

11 “(iv) Information on energy savings
12 and emissions reductions, including reduc-
13 tions in greenhouse gas emissions, result-
14 ing from reductions in single occupancy ve-
15 hicle use by employees of the agency that
16 are participating in the program.

17 “(v) Information on reduced conges-
18 tion and improved air quality resulting
19 from reductions in single occupancy vehicle
20 use by employees of the agency that are
21 participating in the program.

22 “(vi) Recommendations to increase
23 program participation and thereby reduce
24 single occupancy vehicle use by Federal
25 employees nationwide.

1 (1) IN GENERAL.—Notwithstanding section
2 5323(i) of title 49, United States Code, for each
3 project selected for participation in the pilot pro-
4 gram, the Secretary shall allow the non-Federal
5 share provided by a recipient of assistance for a cap-
6 ital project under chapter 53 of such title to include
7 the amounts described in paragraph (2).

8 (2) CONDITIONS ON ACQUISITION OF VANS.—
9 The amounts referred to in paragraph (1) are any
10 amounts expended by a private provider of public
11 transportation by vanpool for the acquisition of vans
12 to be used by such private provider in the recipient's
13 service area, excluding any amounts the provider
14 may have received in Federal, State, or local govern-
15 ment assistance for such acquisition, if the private
16 provider enters into a legally binding agreement with
17 the recipient that requires the private provider to
18 use all revenues it receives in providing public trans-
19 portation in such service area, in excess of its oper-
20 ating costs, for the purpose of acquiring vans to be
21 used by the private provider in such service area.

22 (c) PROGRAM TERM.—The Secretary may approve an
23 application for a vanpool demonstration project for fiscal
24 years 2008 through 2009.

1 (d) REPORT TO CONGRESS.—Not later than one year
2 after the date of enactment of this Act, the Secretary shall
3 submit to the Committee on Transportation and Infra-
4 structure of the House of Representatives and the Com-
5 mittee on Banking, Housing, and Urban Affairs of the
6 Senate a report containing an assessment of the costs,
7 benefits, and efficiencies of the vanpool demonstration
8 projects.

9 **SEC. 7. INCREASED FEDERAL SHARE FOR END-OF-LINE**
10 **FIXED GUIDEWAY STATIONS.**

11 Notwithstanding section 5309(h) of title 49, United
12 States Code, a grant for a capital project to be assisted
13 under section 5309 of such title during fiscal years 2008
14 and 2009 that involves the acquisition of real property for,
15 or the design, engineering, or construction of, additional
16 parking facilities at an end-of-line fixed guideway station
17 or at a park-and-ride lot that serves a fixed route com-
18 muter bus route that is more than 20 miles in length shall
19 be for 100 percent of the net capital cost of the project
20 unless the grant recipient requests a lower grant percent-
21 age.

22 **SEC. 8. NATIONAL CONSUMER AWARENESS PROGRAM.**

23 (a) IN GENERAL.—The Secretary of Transportation
24 shall carry out a national consumer awareness program
25 to educate the public on the environmental, energy, and

1 economic benefits of public transportation alternatives to
2 the use of single occupancy vehicles.

3 (b) AUTHORIZATION OF APPROPRIATIONS.—There is
4 authorized to be appropriated to carry out this section
5 \$1,000,000 for fiscal year 2009. Such sums shall remain
6 available until expended.

7 **SEC. 9. EXCEPTION TO ALTERNATIVE FUEL PROCUREMENT**
8 **REQUIREMENT.**

9 Section 526 of the Energy Independence and Security
10 Act of 2007 (Public Law 110–140; 42 U.S. C. 17142)
11 is amended—

12 (1) by striking “No Federal agency” and insert-
13 ing “(a) REQUIREMENT.—Except as provided in
14 subsection (b), no Federal agency”; and

15 (2) by adding at the end the following:

16 “(b) EXCEPTION.—Subsection (a) does not prohibit
17 a Federal agency from entering into a contract to pur-
18 chase a generally available fuel that is not an alternative
19 or synthetic fuel or predominantly produced from a non-
20 conventional petroleum source, if—

21 “(1) the contract does not specifically require
22 the contractor to provide an alternative or synthetic
23 fuel or fuel from a nonconventional petroleum
24 source;

110TH CONGRESS
2D SESSION

S. 3380

To promote increased public transportation use, to promote increased use of alternative fuels in providing public transportation, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JULY 31, 2008

Mr. REID (for Mrs. CLINTON) introduced the following bill; which was read twice and referred to the Committee on Banking, Housing, and Urban Affairs

A BILL

To promote increased public transportation use, to promote increased use of alternative fuels in providing public transportation, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Saving Energy
5 Through Public Transportation Act of 2008”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

8 (1) In 2007, people in the United States took
9 more than 10.3 billion trips using public transpor-
10 tation, the highest level in 50 years.

1 (2) Public transportation use in the United
2 States is up 32 percent since 1995, a figure that is
3 more than double the growth rate of the Nation's
4 population and is substantially greater than the
5 growth rate for vehicle miles traveled on the Na-
6 tion's highways for that same period.

7 (3) Public transportation use saves fuel, re-
8 duces emissions, and saves money for the people of
9 the United States.

10 (4) The direct petroleum savings attributable to
11 public transportation use is 1.4 billion gallons per
12 year, and when the secondary effects of transit avail-
13 ability on travel are also taken into account, public
14 transportation use saves the United States the
15 equivalent of 4.2 billion gallons of gasoline per year
16 (more than 11 million gallons of gasoline per day).

17 (5) Public transportation use in the United
18 States is estimated to reduce carbon dioxide emis-
19 sions by 37 million metric tons annually.

20 (6) An individual who commutes to work using
21 a single occupancy vehicle can reduce carbon dioxide
22 emissions by 20 pounds per day (more than 4,800
23 pounds per year) by switching to public transpor-
24 tation.

1 (7) Public transportation use provides an af-
 2 fordable alternative to driving, as households that
 3 use public transportation save an average of \$6,251
 4 every year.

5 (8) Although under existing laws Federal em-
 6 ployees in the National Capital Region receive tran-
 7 sit benefits, transit benefits should be available to all
 8 Federal employees in the United States so that the
 9 Federal Government sets a leading example of great-
 10 er public transportation use.

11 (9) Public transportation stakeholders should
 12 engage and involve local communities in the edu-
 13 cation and promotion of the importance of utilizing
 14 public transportation.

15 (10) Increasing public transportation use is a
 16 national priority.

17 **SEC. 3. GRANTS TO IMPROVE PUBLIC TRANSPORTATION**
 18 **SERVICES.**

19 (a) AUTHORIZATIONS OF APPROPRIATIONS.—

20 (1) URBANIZED AREA FORMULA GRANTS.—In
 21 addition to amounts allocated under section
 22 5338(b)(2)(B) of title 49, United States Code, to
 23 carry out section 5307 of such title, there is author-
 24 ized to be appropriated \$750,000,000 for each of fis-
 25 cal years 2008 and 2009 to carry out such section

1 5307. Such funds shall be apportioned, not later
2 than 7 days after the date on which the funds are
3 appropriated, in accordance with section 5336 (other
4 than subsections (i)(1) and (j)) of such title but may
5 not be combined or commingled with any other
6 funds apportioned under such section 5336.

7 (2) FORMULA GRANTS FOR OTHER THAN UR-
8 BANIZED AREAS.—In addition to amounts allocated
9 under section 5338(b)(2)(G) of title 49, United
10 States Code, to carry out section 5311 of such title,
11 there is authorized to be appropriated \$100,000,000
12 for each of fiscal years 2008 and 2009 to carry out
13 such section 5311. Such funds shall be apportioned,
14 not later than 7 days after the date on which the
15 funds are appropriated, in accordance with such sec-
16 tion 5311 but may not be combined or commingled
17 with any other funds apportioned under such section
18 5311.

19 (b) USE OF FUNDS.—Notwithstanding sections 5307
20 and 5311 of title 49, United States Code, the Secretary
21 of Transportation may make grants under such sections
22 from amounts appropriated under subsection (a) only for
23 one or more of the following:

24 (1) If the recipient of the grant is reducing, or
25 certifies to the Secretary within the time the Sec-

1 retary prescribes that, during the term of the grant,
2 the recipient will reduce one or more fares the re-
3 cipient charges for public transportation, or in the
4 case of subsection (f) of such section 5311, intercity
5 bus service, those operating costs of equipment and
6 facilities being used to provide the public transpor-
7 tation, or in the case of subsection (f) of such sec-
8 tion 5311, intercity bus service, that the recipient is
9 no longer able to pay from the revenues derived
10 from such fare or fares as a result of such reduction.

11 (2) If the recipient of the grant is expanding,
12 or certifies to the Secretary within the time the Sec-
13 retary prescribes that, during the term of the grant,
14 the recipient will expand public transportation serv-
15 ice, or in the case of subsection (f) of such section
16 5311, intercity bus service, those operating and cap-
17 ital costs of equipment and facilities being used to
18 provide the public transportation service, or in the
19 case of subsection (f) of such section 5311, intercity
20 bus service, that the recipient incurs as a result of
21 the expansion of such service.

22 (3) To avoid increases in fares for public trans-
23 portation, or in the case of subsection (f) of such
24 section 5311, intercity bus service, or decreases in
25 current public transportation service, or in the case

1 of subsection (f) of such section 5311, intercity bus
2 service, that would otherwise result from an increase
3 in costs to the public transportation or intercity bus
4 agency for transportation-related fuel or meeting ad-
5 ditional transportation-related equipment or facility
6 maintenance needs, if the recipient of the grant cer-
7 tifies to the Secretary within the time the Secretary
8 prescribes that, during the term of the grant, the re-
9 cipient will not increase the fares that the recipient
10 charges for public transportation, or in the case of
11 subsection (f) of such section 5311, intercity bus
12 service, or, will not decrease the public transpor-
13 tation service, or in the case of subsection (f) of
14 such section 5311, intercity bus service, that the re-
15 cipient provides.

16 (4) If the recipient of the grant is acquiring, or
17 certifies to the Secretary within the time the Sec-
18 retary prescribes that, during the term of the grant,
19 the recipient will acquire, clean fuel or alternative
20 fuel vehicle-related equipment or facilities for the
21 purpose of improving fuel efficiency, the costs of ac-
22 quiring the equipment or facilities.

23 (5) If the recipient of the grant is establishing
24 or expanding, or certifies to the Secretary within the
25 time the Secretary prescribes that, during the term

1 of the grant, the recipient will establish or expand
2 commuter matching services to provide commuters
3 with information and assistance about alternatives
4 to single occupancy vehicle use, those administrative
5 costs in establishing or expanding such services.

6 (c) FEDERAL SHARE.—Notwithstanding any other
7 provision of law, the Federal share of the costs for which
8 a grant is made under this section shall be 100 percent.

9 (d) PERIOD OF AVAILABILITY.—Funds appropriated
10 under this section shall remain available for a period of
11 2 fiscal years.

12 **SEC. 4. INCREASED FEDERAL SHARE FOR CLEAN AIR ACT**
13 **COMPLIANCE.**

14 Notwithstanding section 5323(i)(1) of title 49,
15 United States Code, a grant for a project to be assisted
16 under chapter 53 of such title during fiscal years 2008
17 and 2009 that involves acquiring clean fuel or alternative
18 fuel vehicle-related equipment or facilities for the purposes
19 of complying with or maintaining compliance with the
20 Clean Air Act (42 U.S.C. 7401 et seq.) shall be for 100
21 percent of the net project cost of the equipment or facility
22 attributable to compliance with that Act unless the grant
23 recipient requests a lower grant percentage.

1 **SEC. 5. TRANSPORTATION FRINGE BENEFITS.**

2 (a) REQUIREMENT THAT AGENCIES OFFER TRANSIT
3 PASS TRANSPORTATION FRINGE BENEFITS TO THEIR
4 EMPLOYEES NATIONWIDE.—

5 (1) IN GENERAL.—Section 3049(a)(1) of the
6 Safe, Accountable, Flexible, Efficient Transportation
7 Equity Act: A Legacy for Users (5 U.S.C. 7905
8 note; 119 Stat. 1711) is amended—

9 (A) by striking “Effective” and all that
10 follows through “each covered agency” and in-
11 serting “Each agency”; and

12 (B) by inserting “at a location in an ur-
13 banized area of the United States that is served
14 by fixed route public transportation” before
15 “shall be offered”.

16 (2) CONFORMING AMENDMENTS.—Section
17 3049(a) of such Act (5 U.S.C. 7905 note; 119 Stat.
18 1711) is amended—

19 (A) in paragraph (3)—

20 (i) by striking subparagraph (A); and

21 (ii) by redesignating subparagraphs
22 (B) through (F) as subparagraphs (A)
23 through (E), respectively; and

24 (B) in paragraph (4) by striking “a cov-
25 ered agency” and inserting “an agency”.

1 (b) BENEFITS DESCRIBED.—Section 3049(a)(2) of
2 such Act (5 U.S.C. 7905 note; 119 Stat. 1711) is amended
3 by striking the period at the end and inserting the fol-
4 lowing: “, except that the maximum level of such benefits
5 shall be the maximum amount which may be excluded
6 from gross income for qualified parking as in effect for
7 a month under section 132(f)(2)(B) of the Internal Rev-
8 enue Code of 1986.”.

9 (c) GUIDANCE.—Section 3049(a) of such Act (5
10 U.S.C. 7905 note; 119 Stat. 1711) is amended by adding
11 at the end the following:

12 “(5) GUIDANCE.—

13 “(A) ISSUANCE.—Not later than 60 days
14 after the date of enactment of this paragraph,
15 the Secretary of Transportation shall issue
16 guidance on nationwide implementation of the
17 transit pass transportation fringe benefits pro-
18 gram under this subsection.

19 “(B) UNIFORM APPLICATION.—

20 “(i) IN GENERAL.—The guidance to
21 be issued under subparagraph (A) shall
22 contain a uniform application for use by all
23 Federal employees applying for benefits
24 from an agency under the program.

1 “(ii) REQUIRED INFORMATION.—As
2 part of such an application, an employee
3 shall provide, at a minimum, the employ-
4 ee’s home and work addresses, a break-
5 down of the employee’s commuting costs,
6 and a certification of the employee’s eligi-
7 bility for benefits under the program.

8 “(iii) WARNING AGAINST FALSE
9 STATEMENTS.—Such an application shall
10 contain a warning against making false
11 statements in the application.

12 “(C) INDEPENDENT VERIFICATION RE-
13 QUIREMENTS.—The guidance to be issued
14 under subparagraph (A) shall contain inde-
15 pendent verification requirements to ensure
16 that, with respect to an employee of an agen-
17 cy—

18 “(i) the eligibility of the employee for
19 benefits under the program is verified by
20 an official of the agency;

21 “(ii) employee commuting costs are
22 verified by an official of the agency; and

23 “(iii) records of the agency are
24 checked to ensure that the employee is not
25 receiving parking benefits from the agency.

1 “(D) PROGRAM IMPLEMENTATION RE-
2 QUIREMENTS.—The guidance to be issued
3 under subparagraph (A) shall contain program
4 implementation requirements applicable to each
5 agency to ensure that—

6 “(i) benefits provided by the agency
7 under the program are adjusted in cases of
8 employee travel, leave, or change of ad-
9 dress;

10 “(ii) removal from the program is in-
11 cluded in the procedures of the agency re-
12 lating to an employee separating from em-
13 ployment with the agency; and

14 “(iii) benefits provided by the agency
15 under the program are made available
16 using an electronic format (rather than
17 using paper fare media) where such a for-
18 mat is available for use.

19 “(E) ENFORCEMENT AND PENALTIES.—
20 The guidance to be issued under subparagraph
21 (A) shall contain a uniform administrative pol-
22 icy on enforcement and penalties. Such policy
23 shall be implemented by each agency to ensure
24 compliance with program requirements, to pre-
25 vent fraud and abuse, and, as appropriate, to

1 penalize employees who have abused or misused
2 the benefits provided under the program.

3 “(F) PERIODIC REVIEWS.—The guidance
4 to be issued under subparagraph (A) shall re-
5 quire each agency, not later than September 1
6 of the first fiscal year beginning after the date
7 of enactment of this paragraph, and every 3
8 years thereafter, to develop and submit to the
9 Secretary a review of the agency’s implementa-
10 tion of the program. Each such review shall
11 contain, at a minimum, the following:

12 “(i) An assessment of the agency’s
13 implementation of the guidance, including
14 a summary of the audits and investiga-
15 tions, if any, of the program conducted by
16 the Inspector General of the agency.

17 “(ii) Information on the total number
18 of employees of the agency that are partici-
19 pating in the program.

20 “(iii) Information on the total number
21 of single occupancy vehicles removed from
22 the roadway network as a result of partici-
23 pation by employees of the agency in the
24 program.

1 “(iv) Information on energy savings
2 and emissions reductions, including reduc-
3 tions in greenhouse gas emissions, result-
4 ing from reductions in single occupancy ve-
5 hicle use by employees of the agency that
6 are participating in the program.

7 “(v) Information on reduced congest-
8 tion and improved air quality resulting
9 from reductions in single occupancy vehicle
10 use by employees of the agency that are
11 participating in the program.

12 “(vi) Recommendations to increase
13 program participation and thereby reduce
14 single occupancy vehicle use by Federal
15 employees nationwide.

16 “(6) REPORTING REQUIREMENTS.—Not later
17 than September 30 of the first fiscal year beginning
18 after the date of enactment of this paragraph, and
19 every 3 years thereafter, the Secretary shall submit
20 to the Committee on Transportation and Infrastruc-
21 ture and the Committee on Oversight and Govern-
22 ment Reform of the House of Representatives and
23 the Committee on Banking, Housing, and Urban Af-
24 fairs of the Senate a report on nationwide implemen-
25 tation of the transit pass transportation fringe bene-

1 fits program under this subsection, including a sum-
 2 mary of the information submitted by agencies pur-
 3 suant to paragraph (5)(F).”.

4 (d) EFFECTIVE DATE.—Except as otherwise specifi-
 5 cally provided, the amendments made by this section shall
 6 become effective on the first day of the first fiscal year
 7 beginning after the date of enactment of this Act.

8 **SEC. 6. CAPITAL COST OF CONTRACTING VANPOOL PILOT**
 9 **PROGRAM.**

10 (a) ESTABLISHMENT.—The Secretary of Transpor-
 11 tation shall establish and implement a pilot program to
 12 carry out vanpool demonstration projects in not more than
 13 3 urbanized areas and not more than 2 other than urban-
 14 ized areas.

15 (b) PILOT PROGRAM.—

16 (1) IN GENERAL.—Notwithstanding section
 17 5323(i) of title 49, United States Code, for each
 18 project selected for participation in the pilot pro-
 19 gram, the Secretary shall allow the non-Federal
 20 share provided by a recipient of assistance for a cap-
 21 ital project under chapter 53 of such title to include
 22 the amounts described in paragraph (2).

23 (2) CONDITIONS ON ACQUISITION OF VANS.—
 24 The amounts referred to in paragraph (1) are any
 25 amounts expended by a private provider of public

1 transportation by vanpool for the acquisition of vans
2 to be used by such private provider in the recipient's
3 service area, excluding any amounts the provider
4 may have received in Federal, State, or local govern-
5 ment assistance for such acquisition, if the private
6 provider enters into a legally binding agreement with
7 the recipient that requires the private provider to
8 use all revenues it receives in providing public trans-
9 portation in such service area, in excess of its oper-
10 ating costs, for the purpose of acquiring vans to be
11 used by the private provider in such service area.

12 (c) PROGRAM TERM.—The Secretary may approve an
13 application for a vanpool demonstration project for fiscal
14 years 2008 through 2009.

15 (d) REPORT TO CONGRESS.—Not later than one year
16 after the date of enactment of this Act, the Secretary shall
17 submit to the Committee on Transportation and Infra-
18 structure of the House of Representatives and the Com-
19 mittee on Banking, Housing, and Urban Affairs of the
20 Senate a report containing an assessment of the costs,
21 benefits, and efficiencies of the vanpool demonstration
22 projects.

1 **SEC. 7. INCREASED FEDERAL SHARE FOR END-OF-LINE**
2 **FIXED GUIDEWAY STATIONS.**

3 Notwithstanding section 5309(h) of title 49, United
4 States Code, a grant for a capital project to be assisted
5 under section 5309 of such title during fiscal years 2008
6 and 2009 that involves the acquisition of real property for,
7 or the design, engineering, or construction of, additional
8 parking facilities at an end-of-line fixed guideway station
9 or at a park-and-ride lot that serves a fixed route com-
10 muter bus route that is more than 20 miles in length shall
11 be for 100 percent of the net capital cost of the project
12 unless the grant recipient requests a lower grant percent-
13 age.

14 **SEC. 8. NATIONAL CONSUMER AWARENESS PROGRAM.**

15 (a) IN GENERAL.—The Secretary of Transportation
16 shall carry out a national consumer awareness program
17 to educate the public on the environmental, energy, and
18 economic benefits of public transportation alternatives to
19 the use of single occupancy vehicles.

20 (b) AUTHORIZATION OF APPROPRIATIONS.—There is
21 authorized to be appropriated to carry out this section
22 \$1,000,000 for fiscal year 2009. Such sums shall remain
23 available until expended.

1 **SEC. 9. EXCEPTION TO ALTERNATIVE FUEL PROCUREMENT**
 2 **REQUIREMENT.**

3 Section 526 of the Energy Independence and Security
 4 Act of 2007 (Public Law 110–140; 42 U.S.C. 17142) is
 5 amended—

6 (1) by striking “No Federal agency” and insert-
 7 ing “(a) REQUIREMENT.—Except as provided in
 8 subsection (b), no Federal agency”; and

9 (2) by adding at the end the following:

10 “(b) EXCEPTION.—Subsection (a) does not prohibit
 11 a Federal agency from entering into a contract to pur-
 12 chase a generally available fuel that is not an alternative
 13 or synthetic fuel or predominantly produced from a non-
 14 conventional petroleum source, if—

15 “(1) the contract does not specifically require
 16 the contractor to provide an alternative or synthetic
 17 fuel or fuel from a nonconventional petroleum
 18 source;

19 “(2) the purpose of the contract is not to obtain
 20 an alternative or synthetic fuel or fuel from a non-
 21 conventional petroleum source; and

22 “(3) the contract does not provide incentives for
 23 a refinery upgrade or expansion to allow a refinery
 24 to use or increase its use of fuel from a nonconven-
 25 tional petroleum source.”.

○

THIS PAGE INTENTIONALLY LEFT BLANK

110TH CONGRESS
2D SESSION

H. R. 6495

To authorize programs and activities to support transportation and housing options that will assist American families in reducing transportation costs, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JULY 15, 2008

Mr. BLUMENAUER (for himself, Mrs. TAUSCHER, Mr. SHAYS, Mr. INSLEE, Mr. MCNERNEY, and Ms. SOLIS) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committees on Ways and Means, Financial Services, and Oversight and Government Reform, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To authorize programs and activities to support transportation and housing options that will assist American families in reducing transportation costs, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the
5 “Transportation and Housing Choices for Gas Price Relief
6 Act of 2008”.

1 (b) TABLE OF CONTENTS.—

- Sec. 1. Short title; table of contents.
- Sec. 2. Findings.
- Sec. 3. Community transportation choices investment program.
- Sec. 4. Public transportation improvement block grants.
- Sec. 5. Improving community transit grants.
- Sec. 6. National consumer awareness program.
- Sec. 7. Credit for teleworking.
- Sec. 8. Transportation fringe benefit to bicycle commuters.
- Sec. 9. Increased uniform dollar limitation for all types of transportation fringe benefits.
- Sec. 10. Clarification of Federal employee benefits.
- Sec. 11. Eligibility of self-employed individuals to receive transit fringe benefits.
- Sec. 12. Parking cash-out programs.
- Sec. 13. Vanpool credit.
- Sec. 14. Participation of Federal agencies in local transportation management associations.
- Sec. 15. Disclosure of transit accessibility and transportation costs of housing.
- Sec. 16. Location-efficient mortgage goals for Fannie Mae and Freddie Mac.
- Sec. 17. Location-efficient mortgages education and outreach campaign.
- Sec. 18. Grants for purchase or creation of affordable housing near transit.
- Sec. 19. Accessible and efficient schools.

2 **SEC. 2. FINDINGS.**

3 Congress finds the following:

4 (1) Gas prices have more than tripled since
5 2001, putting a significant strain on American fami-
6 lies and the economy.

7 (2) On average, transportation costs are now
8 Americans' second largest expense after housing.

9 (3) Polls show that Americans believe that gas
10 prices will continue to rise and they are looking to
11 Congress for help.

12 (4) Eighty-four percent of Americans rely on
13 their own transportation to get to and from work,
14 annually spending on average \$2,052 on gas and
15 264 hours on their commute.

1 (5) The cost of congestion, including added
2 freight costs and lost productivity for consumers,
3 reached \$78 billion in 2005 and resulted in 4.2 bil-
4 lion lost hours and 2.9 billion gallons of wasted fuel.

5 (6) One of the most effective ways to reduce
6 transportation costs and traffic congestion for Amer-
7 ican families is to offer a broader range of transpor-
8 tation options as well as housing choices that reduce
9 transportation costs.

10 (7) Transportation options can include public
11 transit, carpooling, biking, walking, and other alter-
12 natives to single-occupancy vehicle trips.

13 (8) The Consumer Electronics Association re-
14 cently estimated that 4 to 6 million workers telecom-
15 mute at least once a week, saving an estimated 840
16 million gallons of fuel and reducing carbon dioxide
17 emissions by 10 to 14 million metric tons per year.

18 (9) A typical transit rider consumes less than
19 half as much gasoline on average than a person with
20 no access to transit.

21 (10) Public transportation saves over 4.2 billion
22 gallons of fuel each year.

23 (11) At \$4 per gallon gasoline, American fami-
24 lies can save \$5.6 billion each year on gasoline costs
25 by using transit.

1 (12) Consumer demand for transit and other
2 transportation options is surging.

3 (13) Public transportation ridership rose by 3.4
4 percent in the first quarter of 2008, according to the
5 American Public Transportation Association.

6 (14) More than 90 percent of public transpor-
7 tation officials report that their ridership is up over
8 the past 3 years.

9 (15) Rising fuel prices have increased costs for
10 public transportation agencies. Public transportation
11 agencies consume more than 760 million gallons of
12 diesel fuel and gasoline each year. For every penny
13 added to the cost of fuel, public transportation agen-
14 cies around the Nation face \$7.6 million in increased
15 annual costs.

16 (16) Bicycle commuters annually save on aver-
17 age \$1,825 in auto-related costs, conserve 145 gal-
18 lons of gasoline, and avoid 50 hours of gridlock traf-
19 fic.

20 (17) Bicycles can be a viable option for the
21 more than 50 percent of the working population
22 commutes less than 5 miles to work.

23 (18) In 1969, approximately 50 percent of chil-
24 dren in the United States got to school by walking

1 or bicycling, but in 2001 only 15 percent of students
2 were walking or biking to school .

3 (19) Too few Americans live in communities
4 equipped with convenient and reliable access to pub-
5 lic transportation or other alternatives to driving a
6 vehicle.

7 (20) A study funded by the Environmental Pro-
8 tection Agency found that residents of compact met-
9 ropolitan areas drive about 25 percent less than
10 those in sprawling areas.

11 (21) Less than 5 percent of Americans live
12 within one-half mile of rail transit.

13 (22) The Federal Government can help Amer-
14 ican families cope with high gas prices by expanding
15 alternatives and investing in communities.

16 **SEC. 3. COMMUNITY TRANSPORTATION CHOICES INVEST-**
17 **MENT PROGRAM.**

18 (a) IN GENERAL.—The Secretary of Transportation
19 shall carry out a grant program to support community ef-
20 forts to invest in transportation alternatives and travel de-
21 mand management strategies.

22 (b) AWARD OF GRANTS.—The Secretary shall award
23 grants under the program on a competitive basis. The Sec-
24 retary give priority to proposals that will have the biggest
25 impact on reducing single occupancy vehicle trips.

1 (c) ELIGIBLE ENTITIES.—The following entities shall
2 be eligible to receive grants under the program:

- 3 (1) State and local governments.
- 4 (2) Metropolitan planning organizations.
- 5 (3) Rural planning organizations.

6 (d) ELIGIBLE ACTIVITIES.—Amounts received in
7 grants under the program may be used to plan for, facili-
8 tate, and provide initial support for any of the following
9 activities:

- 10 (1) Transportation demand management pro-
11 grams, including support for transportation manage-
12 ment associations.
- 13 (2) Carpool or telecommuting projects.
- 14 (3) Planning, design, acquisition of rights-of-
15 way, construction, improvement, and management of
16 streets, pathways, and public transportation facilities
17 to facilitate expanded bicycle and pedestrian mobility
18 and access.
- 19 (4) Intelligent transportation improvements, in-
20 cluding traffic management systems that reduce con-
21 gestion and idling (other than projects to increase
22 roadway capacity).
- 23 (5) Participation in market-based programs to
24 reduce travel demand, such as car or bicycle sharing
25 and pay-as-you-drive insurance.

1 (e) APPLICATION.—

2 (1) IN GENERAL.—To receive a grant under the
3 program, an eligible entity shall submit to the Sec-
4 retary an application in such form and manner as
5 the Secretary prescribes.

6 (2) CONTENTS.—An application under this sub-
7 section shall contain, at a minimum, information de-
8 tailing how the project to be funded using the grant
9 funds would provide for a shift in the use of trans-
10 portation modes by encouraging walking, biking, or
11 using public transportation as an alternative to driv-
12 ing a motor vehicle. The applicant shall also describe
13 the project goals and objectives and the methods by
14 which the impacts and performance of the project
15 will be measured against the project goals and objec-
16 tives. For activities expected to be ongoing, the ap-
17 plicant shall describe how the project's operating
18 costs will be financially sustained beyond the end of
19 the grant.

20 (f) FEDERAL SHARE.—The Federal share of the cost
21 of an activity funded under the program may not exceed
22 80 percent of the cost of the activity.

23 (g) COOPERATION.—In carrying out this section, the
24 Secretary shall work with the Administrator of the Envi-
25 ronmental Protection Agency, as necessary, to coordinate

1 the activities under this section with the Smart Growth
2 program of the Environmental Protection Agency.

3 (h) ADMINISTRATIVE EXPENSES.—Not to exceed 4
4 percent of the amounts made available to carry out this
5 section for a fiscal year may be used by the Secretary for
6 administrative expenses.

7 (i) MAXIMUM AMOUNT.—Not more than \$500,000 in
8 grants received by a recipient in a fiscal year under this
9 section may be used for a single project.

10 (j) AUTHORIZATION OF APPROPRIATIONS.—There is
11 authorized to be appropriated to carry out this section
12 \$50,000,000 for each of fiscal years 2009 through 2011.
13 Such sums shall remain available until expended.

14 **SEC. 4. PUBLIC TRANSPORTATION IMPROVEMENT BLOCK**
15 **GRANTS.**

16 (a) AUTHORIZATIONS OF APPROPRIATIONS.—

17 (1) URBANIZED AREA FORMULA GRANTS.—In
18 addition to amounts allocated under section
19 5338(b)(2)(B) of title 49, United States Code, to
20 carry out section 5307 of such title, there is author-
21 ized to be appropriated \$725,000,000 for each of fis-
22 cal years 2008 and 2009 to carry out such section
23 5307. Such funds shall be apportioned, not later
24 than 7 days after the date on which the funds are
25 appropriated, in accordance with section 5336 (other

1 than subsections (i)(1) and (j)) of such title but may
2 not be combined or commingled with any other
3 funds apportioned under such section 5336.

4 (2) FORMULA GRANTS FOR OTHER THAN UR-
5 BANIZED AREAS.—In addition to amounts allocated
6 under section 5338(b)(2)(G) of title 49, United
7 States Code, to carry out section 5311 of such title,
8 there is authorized to be appropriated \$125,000,000
9 for each of fiscal years 2008 and 2009 to carry out
10 such section 5311. Such funds shall be apportioned,
11 not later than 7 days after the date on which the
12 funds are appropriated, in accordance with such sec-
13 tion 5311 but may not be combined or commingled
14 with any other funds apportioned under such section
15 5311.

16 (b) USE OF FUNDS.—Notwithstanding sections 5307
17 and 5311 of title 49, United States Code, the Secretary
18 of Transportation may make grants under such sections
19 from amounts appropriated under subsection (a) only for
20 one or more of the following:

21 (1) Technology upgrades to make public trans-
22 portation systems more rider friendly, including—

23 (A) creating and publicizing trip-finder
24 sites online;

1 (B) providing access to real time schedule
2 information through digital displays at public
3 transportation facilities and wireless tools;

4 (C) synchronizing payment methods
5 amongst different modes of transportation; and

6 (D) providing for online trip planners and
7 interactive service maps and mobile access to
8 these tools.

9 (2) Fare subsidies or free-ride days to reduce
10 costs to consumers.

11 (3) Technical assistance for accommodating in-
12 creased ridership.

13 (4) Maintenance and upgrades to improve serv-
14 ice.

15 (5) Purchasing of fuel to run buses to ensure
16 the maintenance of current levels of service and fare
17 prices or to expand service options.

18 (6) Station upgrades that enhance pedestrian
19 and bicycle access or improve rider experience.

20 (7) Planning and design for new public trans-
21 portation projects, extension of existing public trans-
22 portation projects, and intercity passenger rail
23 projects.

1 (c) FEDERAL SHARE.—The Federal share of the cost
2 of an activity funded under the program may not exceed
3 80 percent of the cost of the activity.

4 (d) PERIOD OF AVAILABILITY.—Funds appropriated
5 under this section shall remain available for a period of
6 2 fiscal years.

7 **SEC. 5. IMPROVING COMMUNITY TRANSIT GRANTS.**

8 (a) PROJECT JUSTIFICATION.—Section 5309(e)(4) of
9 title 49, United States Code, is amended—

10 (1) by redesignating subparagraph (E) as sub-
11 paragraph (F); and

12 (2) by inserting after subparagraph (D) the fol-
13 lowing:

14 “(E) determine the project effectiveness
15 based on the project’s—

16 “(i) effectiveness in reducing per cap-
17 ita vehicle miles traveled in the transpor-
18 tation corridor served, including reductions
19 in vehicle miles traveled related to higher
20 density development and improved land use
21 surrounding the project;

22 “(ii) ability to achieve higher density
23 development along the corridor served as a
24 result of the project as compared with the
25 surrounding metropolitan area; and

1 “(iii) potential for reducing per capita
2 greenhouse gas emissions as a result of the
3 project and the anticipated changes in land
4 use, density, and economic development
5 within the transportation corridor served.”.

6 (b) PROJECT JUSTIFICATION FACTORS.—Section
7 5309(e) of title 49, United States Code, is amended—

8 (1) by redesignating paragraph (6) as para-
9 graph (8); and

10 (2) by inserting after paragraph (5) the fol-
11 lowing:

12 “(6) WEIGHT OF PROJECT JUSTIFICATION FAC-
13 TORS.—For purposes of making the evaluation re-
14 quired under paragraph (4), the Secretary shall give
15 equal weight to each listed factor.

16 “(7) ADDITIONAL PROJECT JUSTIFICATION
17 FACTOR.—For purposes of making the evaluation re-
18 quired under paragraph (4), the Secretary shall not
19 consider any factor quantifying travel time sav-
20 ings.”.

21 **SEC. 6. NATIONAL CONSUMER AWARENESS PROGRAM.**

22 (a) IN GENERAL.—The Secretary of Transportation
23 shall carry out a national consumer awareness program
24 (in this section referred to as the “program”) to educate
25 the public on the environmental, energy, and economic

1 benefits of transportation alternatives to the single occu-
2 pancy vehicle, including carpooling, vanpooling, transit,
3 and bicycles.

4 (b) GRANTS.—

5 (1) PURPOSES.—In carrying out the program,
6 the Secretary shall make grants to establish, expand,
7 and enhance local marketing and educational cam-
8 paigns that promote the benefits of alternative
9 transportation and reducing motor vehicle trips.

10 (2) ELIGIBLE RECIPIENTS.—The following enti-
11 ties shall be eligible to receive a grant under this
12 subsection:

13 (A) State and city departments of trans-
14 portation.

15 (B) Metropolitan planning organizations.

16 (C) Rural planning organizations.

17 (D) City, county, and State governments.

18 (E) Universities and school districts.

19 (F) Public transportation agencies.

20 (G) Councils of government.

21 (3) ELIGIBLE ACTIVITIES.—Grant funds made
22 available under this subsection may be used for the
23 following purposes:

24 (A) Public forums to educate and receive
25 feedback.

1 (B) Ride sharing programs and outreach.

2 (C) Print materials.

3 (D) Employer programs.

4 (E) Distributing and publicizing informa-
5 tion on alternatives to single occupancy vehicle
6 trips.

7 (F) Creating, upgrading, and promoting
8 Internet websites that offer online access to
9 services that consumers would otherwise have to
10 drive a motor vehicle to access.

11 (G) Research and analysis of the effective-
12 ness or benefits of the activities described in
13 this paragraph.

14 (c) **AUTHORIZATION OF APPROPRIATIONS.**—There is
15 authorized to be appropriated to carry out this section
16 \$10,000,000 for each of fiscal years 2009 through 2011.
17 Such sums shall remain available until expended.

18 **SEC. 7. CREDIT FOR TELEWORKING.**

19 (a) **IN GENERAL.**—Subpart B of part IV of sub-
20 chapter A of chapter 1 of the Internal Revenue Code of
21 1986 (relating to foreign tax credit, etc.) is amended by
22 adding at the end the following new section:

23 **“SEC. 30D. TELEWORK CREDIT.**

24 “(a) **ALLOWANCE OF CREDIT.**—In the case of an eli-
25 gible taxpayer, there shall be allowed as a credit against

1 the tax imposed by this chapter for the taxable year an
2 amount equal to the qualified teleworking expenses paid
3 or incurred by the taxpayer during such year.

4 “(b) MAXIMUM CREDIT.—

5 “(1) PER TELEWORKER LIMITATION.—The
6 credit allowed by subsection (a) for a taxable year
7 with respect to qualified teleworking expenses paid
8 or incurred by or on behalf of an individual tele-
9 worker shall not exceed \$400.

10 “(2) REDUCTION FOR TELEWORKING LESS
11 THAN FULL YEAR.—In the case of an individual who
12 is in a teleworking arrangement for less than a full
13 taxable year, the amount referred to paragraph (1)
14 shall be reduced by an amount which bears the same
15 ratio to \$400 as the number of months in which
16 such individual is not in a teleworking arrangement
17 bears to 12. For purposes of the preceding sentence,
18 an individual shall be treated as being in a tele-
19 working arrangement for a month if the individual
20 is subject to such arrangement for any day of such
21 month.

22 “(c) DEFINITIONS.—For purposes of this section—

23 “(1) ELIGIBLE TAXPAYER.—The term ‘eligible
24 taxpayer’ means—

1 “(A) in the case of an individual, an indi-
2 vidual who performs services for an employer
3 under a teleworking arrangement, or

4 “(B) in the case of an employer, an em-
5 ployer for whom employees perform services
6 under a teleworking arrangement.

7 “(2) TELEWORKING ARRANGEMENT.—The term
8 ‘teleworking arrangement’ means an arrangement
9 under which an employee teleworks for an employer
10 at least 1 day per week.

11 “(3) QUALIFIED TELEWORKING EXPENSES.—
12 The term ‘qualified teleworking expenses’ means ex-
13 penses paid or incurred under a teleworking ar-
14 rangement—

15 “(A) for purchase or installation of any
16 electronic information or telecommunication
17 equipment which is used to enable an individual
18 to telework, or

19 “(B) for any telecommunications service,
20 or Internet access (or related services), relating
21 to the use of such equipment.

22 “(4) TELEWORK.—The term ‘telework’ means
23 to perform work functions, using electronic informa-
24 tion and communication technologies, thereby reduc-

1 ing or eliminating the physical commute to and from
2 the traditional worksite.

3 “(d) LIMITATION BASED ON AMOUNT OF TAX.—

4 “(1) LIABILITY FOR TAX.—The credit allowable
5 under subsection (a) for any taxable year shall not
6 exceed the excess (if any) of—

7 “(A) the regular tax for the taxable year,
8 reduced by the sum of the credits allowable
9 under subpart A and the preceding sections of
10 this subpart, over

11 “(B) the tentative minimum tax for the
12 taxable year.

13 “(2) CARRYFORWARD OF UNUSED CREDIT.—If
14 the amount of the credit allowable under subsection
15 (a) for any taxable year exceeds the limitation under
16 paragraph (1) for the taxable year, the excess shall
17 be carried to the succeeding taxable year and added
18 to the amount allowable as a credit under subsection
19 (a) for such succeeding taxable year.

20 “(e) SPECIAL RULES.—

21 “(1) BASIS REDUCTION.—For purposes of this
22 subtitle, the basis of any property for which a credit
23 is allowable under subsection (a) shall be reduced by
24 the amount of such credit (determined without re-
25 gard to subsection (d)).

1 “(2) RECAPTURE.—The Secretary shall, by reg-
2 ulations, provide for recapturing the benefit of any
3 credit allowable under subsection (a) with respect to
4 any property which ceases to be property eligible for
5 such credit.

6 “(3) PROPERTY USED OUTSIDE UNITED
7 STATES, ETC., NOT QUALIFIED.—No credit shall be
8 allowed under subsection (a) with respect to any
9 property referred to in section 50(b) or with respect
10 to the portion of the cost of any property taken into
11 account under section 179.

12 “(4) ELECTION NOT TO TAKE CREDIT.—No
13 credit shall be allowed under subsection (a) for any
14 expense if the taxpayer elects to have this section
15 not apply with respect to such expense.

16 “(5) DENIAL OF DOUBLE BENEFIT.—No deduc-
17 tion or credit (other than under this section) shall
18 be allowed under this chapter with respect to any ex-
19 pense which is taken into account in determining the
20 credit under this section.

21 “(f) REPORTING REQUIREMENT.—

22 “(1) IN GENERAL.—In the case of an eligible
23 taxpayer who is an employer, no credit shall be al-
24 lowed under this section for qualified teleworking ex-
25 penses of the employer with respect to such employ-

1 er's employees unless the taxpayer submits to the
 2 Secretary (in such form and manner as the Sec-
 3 retary may prescribe)—

4 “(A) the survey described in paragraph
 5 (2), and

6 “(B) a detailed description of the tele-
 7 working policies of the employer, including a
 8 description of—

9 “(i) which employees of the employer
 10 are eligible to telework,

11 “(ii) any employer goals relating to
 12 teleworking, and any progress with respect
 13 to such goals, and

14 “(iii) any materials or resources of the
 15 employer intended to promote or enable
 16 teleworking.

17 “(2) CALL FOR TELEWORK DATA SURVEY.—

18 The Secretary shall, in consultation with the Office
 19 of Personnel Management, establish, make publicly
 20 available to taxpayers, and update as appropriate, a
 21 survey designed to track teleworking trends among
 22 employers allowed credits under this section.

23 “(3) REPORT TO CONGRESS.—Not later than
 24 October 15 of each calendar year, the Secretary
 25 shall submit to the Congress, and make publicly

1 available on the Internet and at the offices of the In-
 2 ternal Revenue Service, a report, which shall include
 3 a summary of the information contained in the sub-
 4 missions under paragraph (1) for taxable years end-
 5 ing in the previous calendar year.”.

6 (b) CONFORMING AMENDMENT.—Subsection (a) of
 7 section 1016 of such Code is amended by striking “and”
 8 at the end of paragraph (36), by striking the period at
 9 the end of paragraph (37) and inserting “, and”, and by
 10 adding at the end the following new paragraph:

11 “(38) to the extent provided in section 30D(e),
 12 in the case of amounts with respect to which a credit
 13 has been allowed under section 30B.”

14 (c) CLERICAL AMENDMENT.—The table of sections
 15 for subpart B of part IV of subchapter A of chapter 1
 16 of such Code is amended by adding at the end the fol-
 17 lowing new item:

“Sec. 30D. Telework credit.”.

18 (d) EFFECTIVE DATE.—The amendments made by
 19 this section shall apply to amounts paid or incurred after
 20 December 31, 2008.

21 **SEC. 8. TRANSPORTATION FRINGE BENEFIT TO BICYCLE**
 22 **COMMUTERS.**

23 (a) IN GENERAL.—Paragraph (1) of section 132(f)
 24 of the Internal Revenue Code of 1986 is amended by add-
 25 ing at the end the following:

1 “(D) Any qualified bicycle commuting re-
2 imbursement.”.

3 (b) LIMITATION ON EXCLUSION.—Paragraph (2) of
4 section 132(f) of such Code is amended by striking “and”
5 at the end of subparagraph (A), by striking the period
6 at the end of subparagraph (B) and inserting “, and”,
7 and by adding at the end the following new subparagraph:

8 “(C) the applicable annual limitation in
9 the case of any qualified bicycle commuting re-
10 imbursement.”.

11 (c) DEFINITIONS.—Paragraph (5) of section 132(f)
12 of such Code is amended by adding at the end the fol-
13 lowing:

14 “(F) DEFINITIONS RELATED TO BICYCLE
15 COMMUTING REIMBURSEMENT.—

16 “(i) QUALIFIED BICYCLE COMMUTING
17 REIMBURSEMENT.—The term ‘qualified bi-
18 cycle commuting reimbursement’ means,
19 with respect to any calendar year, any em-
20 ployer reimbursement during the 15-month
21 period beginning with the first day of such
22 calendar year for reasonable expenses in-
23 curred by the employee during such cal-
24 endar year for the purchase of a bicycle
25 and bicycle improvements, repair, and stor-

1 age, if such bicycle is regularly used for
 2 travel between the employee's residence
 3 and place of employment.

4 “(ii) APPLICABLE ANNUAL LIMITA-
 5 TION.—The term ‘applicable annual limita-
 6 tion’ means, with respect to any employee
 7 for any calendar year, the product of \$50
 8 multiplied by the number of qualified bicy-
 9 cle commuting months during such year.

10 “(iii) QUALIFIED BICYCLE COM-
 11 MUTING MONTH.—The term ‘qualified bi-
 12 cycle commuting month’ means, with re-
 13 spect to any employee, any month during
 14 which such employee—

15 “(I) regularly uses the bicycle for
 16 a substantial portion of the travel be-
 17 tween the employee's residence and
 18 place of employment, and

19 “(II) does not receive any benefit
 20 described in subparagraph (A), (B),
 21 or (C) of paragraph (1).”.

22 (d) CONSTRUCTIVE RECEIPT OF BENEFIT.—Para-
 23 graph (4) of section 132(f) of such Code is amended by
 24 inserting “(other than a qualified bicycle commuting reim-
 25 bursement)” after “qualified transportation fringe”.

1 (e) EFFECTIVE DATE.—The amendments made by
 2 this section shall apply to taxable years beginning after
 3 December 31, 2008.

4 **SEC. 9. INCREASED UNIFORM DOLLAR LIMITATION FOR**
 5 **ALL TYPES OF TRANSPORTATION FRINGE**
 6 **BENEFITS.**

7 (a) IN GENERAL.—Section 132(f)(2) of the Internal
 8 Revenue Code of 1986 (relating to limitation on exclusion)
 9 is amended—

10 (1) by striking “\$100” in subparagraph (A)
 11 and inserting “\$200”, and

12 (2) by striking “\$175” in subparagraph (B)
 13 and inserting “\$200”.

14 (b) INFLATION ADJUSTMENT CONFORMING AMEND-
 15 MENTS.—Subparagraph (A) of section 132(f)(6) of the In-
 16 ternal Revenue Code of 1986 (relating to inflation adjust-
 17 ment) is amended—

18 (1) by striking the last sentence,

19 (2) by striking “1999” and inserting “2009”,
 20 and

21 (3) by striking “1998” and inserting “2008”.

22 (c) EFFECTIVE DATE.—The amendments made by
 23 this section shall apply to taxable years beginning after
 24 December 31, 2008.

1 **SEC. 10. CLARIFICATION OF FEDERAL EMPLOYEE BENE-**
 2 **FITS.**

3 Section 7905 of title 5, United States Code, is
 4 amended—

5 (1) in subsection (a)—

6 (A) in paragraph (2)(C) by inserting
 7 “and” after the semicolon;

8 (B) in paragraph (3) by striking “; and”
 9 and inserting a period; and

10 (C) by striking paragraph (4); and

11 (2) in subsection (b)(2)(A) by amending sub-
 12 paragraph (A) to read as follows:

13 “(A) a qualified transportation fringe as
 14 defined in section 132(f)(1) of the Internal Rev-
 15 enue Code of 1986;”.

16 **SEC. 11. ELIGIBILITY OF SELF-EMPLOYED INDIVIDUALS TO**
 17 **RECEIVE TRANSIT FRINGE BENEFITS.**

18 (a) **IN GENERAL.**—Subparagraph (E) of section
 19 132(f)(5) is amended—

20 (1) by striking “For purposes of this sub-
 21 section, the term” and inserting the following:

22 “(i) **IN GENERAL.**—Except as pro-
 23 vided in clause (ii), the term”, and

24 (2) by adding at the end the following new
 25 clause:

1 “(ii) SELF-EMPLOYED INDIVIDUALS
2 ELIGIBLE FOR TRANSIT PASS FRINGE BEN-
3 EFIT.—For purposes of paragraph (1)(B),
4 such term includes an individual who is an
5 employee within the meaning of section
6 401(c)(1).”.

7 (b) EFFECTIVE DATE.—The amendments made by
8 this section shall apply to taxable years beginning after
9 December 31, 2008.

10 **SEC. 12. PARKING CASH-OUT PROGRAMS.**

11 (a) IN GENERAL.—Subparagraph (C) of section
12 132(f)(5) is amended—

13 (1) by striking “The term” and inserting the
14 following:

15 “(i) IN GENERAL.—The term”.

16 (2) by adding at the end of clause (i), as
17 amended by paragraph (1), the following: “Such
18 term shall not include any parking with respect to
19 any specified employer unless such employer estab-
20 lishes a parking cash-out program.”, and

21 (3) by adding at the end the following new
22 clauses:

23 “(ii) SPECIFIED EMPLOYER.—For
24 purposes of this subparagraph, the term

1 'specified employer' means any employer
2 who—

3 "(I) employs on average 50 or
4 more employees during the calendar
5 year,

6 "(II) leases the parking facilities
7 referred to in clause (i),

8 "(III) can separately determine
9 the amount paid per parking space
10 leased, and

11 "(IV) can reduce the number of
12 parking space leased (on a basis not
13 less frequently than monthly) without
14 penalty.

15 "(iii) PARKING CASH-OUT PRO-
16 GRAM.—For purposes of this subpara-
17 graph, the term 'parking cash-out pro-
18 gram' means a program established by the
19 employer under which—

20 "(I) the employer offers employ-
21 ees a cash allowance equal to the reg-
22 ular amount paid by the employer for
23 parking for a single employee under
24 clause (i) in lieu of the parking re-
25 ferred to in clause (i), and

1 “(II) any employee electing the
2 cash allowance shall certify to the em-
3 ployer that the employee will comply
4 with guidelines established by the em-
5 ployer to avoid neighborhood parking
6 problems and violation of such guide-
7 lines are enforced by the employer by
8 termination of eligibility of such em-
9 ployee for such cash allowance and
10 employer sponsored parking.”.

11 (b) **EFFECTIVE DATE.**—The amendments made by
12 this section shall apply to parking provided during cal-
13 endar years beginning after December 31, 2008.

14 **SEC. 13. VANPOOL CREDIT.**

15 (a) **IN GENERAL.**—Subpart D of part IV of sub-
16 chapter A of chapter 1 of the Internal Revenue Code of
17 1986 is amended by adding at the end the following new
18 section:

19 **“SEC. 45Q. VANPOOL CREDIT.**

20 “(a) **GENERAL RULE.**—For purposes of section 38,
21 the vanpool credit for any taxable year is an amount equal
22 to 10 percent of the qualified vanpool expenditures of the
23 taxpayer for the taxable year.

24 “(b) **QUALIFIED VANPOOL EXPENDITURES.**—For
25 purposes of this section, the term ‘qualified vanpool ex-

1 expenditures' means the aggregate amount paid or incurred
 2 by the employer during the taxable year to provide trans-
 3 portation described in section 132(f)(1)(A).”.

4 (b) CREDIT TREATED AS PART OF GENERAL BUSI-
 5 NESS CREDIT.—Section 38(b) of such Code is amended
 6 by striking “plus” at the end of paragraph (32), by strik-
 7 ing the period at the end of paragraph (33) and inserting
 8 “, plus”, and by adding at the end of following new para-
 9 graph:

10 “(34) the vanpool credit determined under sec-
 11 tion 45Q(a).”.

12 (c) CLERICAL AMENDMENT.—The table of sections
 13 for subpart D of part IV of subchapter A of chapter 1 of
 14 such Code is amended by adding at the end the following
 15 new item:

“Sec. 45Q. Vanpool credit.”.

16 (d) EFFECTIVE DATE.—The amendments made by
 17 this section shall apply to expenditures made after Decem-
 18 ber 31, 2008.

19 **SEC. 14. PARTICIPATION OF FEDERAL AGENCIES IN LOCAL**
 20 **TRANSPORTATION MANAGEMENT ASSOCIA-**
 21 **TIONS.**

22 It is the sense of Congress that Federal agencies
 23 should participate in local transportation management as-
 24 sociations to encourage more efficient use of transpor-
 25 tation and parking resources.

1 **SEC. 15. DISCLOSURE OF TRANSIT ACCESSIBILITY AND**
2 **TRANSPORTATION COSTS OF HOUSING.**

3 (a) **AFFORDABILITY INDEX.**—The Secretary of
4 Housing and Urban Development shall, to the maximum
5 extent practicable and in a manner consistent with current
6 research—

7 (1) incorporate transportation costs associated
8 with the location of housing into affordability meas-
9 ures and standards used to allocate low-income
10 housing tax credits in connection with vouchers for
11 rental assistance under section 8 of the United
12 States Housing Act of 1937 (42 U.S.C. 1437f) or
13 other affordable housing programs;

14 (2) work with States to incorporate transpor-
15 tation into the housing plans for the States; and

16 (3) consult with those associations that use af-
17 fordability indexes to incorporate transportation
18 costs into the affordability indexes of the association.

19 (b) **MODEL TRANSPORTATION COST FIELD FOR USE**
20 **BY MULTIPLE LISTING SERVICE.**—

21 (1) **DEVELOPMENT.**—The Secretary shall,
22 through a public process, develop a model transpor-
23 tation cost field that can be used by Multiple Listing
24 Services for real estate listings to measure certain
25 transportation costs associated with the location of
26 a home.

1 (2) PARTICIPATION.—In developing the model
2 transportation cost field, the Secretary shall work
3 with realtors, homebuilders, smart growth experts,
4 transportation planners, and others.

5 (3) FACTORS.—The field developed under this
6 section for a property may take into consideration
7 the following factors:

8 (A) Bus, transit, and other public trans-
9 portation options within $\frac{1}{2}$ and 1 mile of the
10 property.

11 (B) The costs associated with traveling to
12 work, school, shopping, and other facilities.

13 (C) If available, the average daily vehicle
14 miles traveled for the community in which the
15 property is located.

16 (D) The availability and accessibility of
17 services in the neighborhood, including grocery
18 stores, parks, bike lanes, community centers,
19 restaurants, coffee shops, medical facilities,
20 laundry/cleaners, libraries, schools, plazas/town
21 squares, and day care facilities.

22 (4) TECHNOLOGY TRANSFER.—Upon develop-
23 ment of the field under this section, the Secretary
24 shall make the field available to Multiple Listing
25 Service entities and metropolitan planning organiza-

1 tions to incorporate the field into their Multiple
2 Listing Service programs.

3 (5) AUTHORIZATION OF APPROPRIATIONS.—
4 There is authorized \$3,000,000 for the purposes of
5 carrying out this section, of which—

6 (A) 70 percent shall be available for devel-
7 opment of the model transportation cost field;
8 and

9 (B) 30 percent shall be available for out-
10 reach to Multiple Listing Service program to
11 promote the use of the new transportation cost
12 field.

13 **SEC. 16. LOCATION-EFFICIENT MORTGAGE GOALS FOR**
14 **FANNIE MAE AND FREDDIE MAC.**

15 (a) PURPOSES.—

16 (1) FANNIE MAE.—Section 301 of the Federal
17 National Mortgage Association Charter Act (12
18 U.S.C. 1716) is amended—

19 (A) in paragraph (4), by striking “and” at
20 the end;

21 (B) in paragraph (5), by striking the pe-
22 riod at the end and inserting “; and”; and

23 (C) by adding at the end the following new
24 paragraph:

1 “(6) promote and facilitate the use of location-
2 efficient mortgages.”.

3 (2) FREDDIE MAC.—Subsection (b) of section
4 301 of the Federal Home Loan Mortgage Corpora-
5 tion Act (12 U.S.C. 1451 note) is amended—

6 (A) in paragraph (3), by striking “and” at
7 the end;

8 (B) in paragraph (5), by striking the pe-
9 riod at the end and inserting “; and”; and

10 (C) by adding at the end the following new
11 paragraph:

12 “(5) to promote and facilitate the use of loca-
13 tion-efficient mortgages.”.

14 (b) GOALS FOR MORTGAGE PURCHASES.—The Hous-
15 ing and Community Development Act of 1992 is amended
16 by inserting after section 1334 (12 U.S.C. 4564) the fol-
17 lowing new section:

18 **“SEC. 1334A. LOCATION-EFFICIENT MORTGAGES GOALS.**

19 “(a) IN GENERAL.—The Director shall establish an-
20 nual goals for the purchase by each enterprise of mort-
21 gages, for single-family, owner-occupied housing, of loca-
22 tion-efficient mortgages.

23 “(b) TARGETS.—The annual goals under this section
24 for each enterprise for purchase of location-efficient mort-
25 gages shall be as follows:

1 “(1) During the years 2009 through 2013, 5
2 percent of the mortgages for single-family, owner-oc-
3 cupied homes that are purchased during each such
4 year by the enterprise.

5 “(2) During the years 2014 through 2018, 10
6 percent of such mortgages that are purchased dur-
7 ing each such year by the enterprise.

8 “(3) During 2019 and each year thereafter, 15
9 percent such mortgages that are purchased during
10 each such year by the enterprise.

11 “(c) PLAN AND REPORTS.—The Director shall re-
12 quire each enterprise—

13 “(1) not later than 2009, to develop and submit
14 to the Director a plan that provides for the use and
15 purchase of location-efficient mortgages in a manner
16 designed to help achieve a significant reduction in
17 the number of vehicle miles traveled; and

18 “(2) submit a report to the Congress annually
19 that describes the extent of mortgage purchases de-
20 scribed in subsection (b) and of compliance with the
21 goal established pursuant to such subsection.

22 “(d) REPORTS.—Not later than December 31 of each
23 year from 2012 through 2018, the Secretary of Housing
24 and Urban Development shall submit to the Congress a
25 report that—

1 “(1) identifies the potential markets for loca-
2 tion-efficient mortgages for single-family housing
3 and any existing barriers to wider use of such prod-
4 ucts; and

5 “(2) identifies any correlations between defaults
6 on mortgages for single-family or multifamily hous-
7 ing and the extent of the location efficiency of such
8 housing.

9 “(c) DEFINITION.—For purposes of this section, the
10 term ‘location efficient mortgage’ means a mortgage loan
11 under which the income of the borrower, for purposes of
12 qualification for such loan, is considered to be increased
13 by not less than \$1 for each \$1 of savings projected to
14 be realized by the borrower because the location of the
15 home for which loan is made results in decreased transpor-
16 tation costs for the household of the borrower.”.

17 (c) REPORTS, ENFORCEMENT, AND CONFORMING
18 AMENDMENTS.—Title XIII of the Housing and Commu-
19 nity Development Act of 1992 is amended—

20 (1) in subsection (b) of section 1324 (12 U.S.C.
21 4542(b))—

22 (A) in paragraph (4), by striking “and
23 1334” and inserting “1334, and 1334A”;

1 (B) by redesignating paragraphs (4)
2 through (7) as paragraphs (5) through (8), re-
3 spectively; and

4 (C) by inserting after paragraph (3) the
5 following new paragraph:

6 “(4) aggregate and analyze appropriate data to
7 assess the compliance of each enterprise with the lo-
8 cation-efficient mortgages goal;”;

9 (2) in subsection (a) of section 1331 (12 U.S.C.
10 4561(a))—

11 (A) by striking “and” before “a central
12 cities”; and

13 (B) by inserting before the period at the
14 end of the first sentence the following: “, and
15 location-efficient mortgages goals pursuant to
16 section 1334A”;

17 (3) in section 1335 (12 U.S.C. 4565)—

18 (A) in the matter in subsection (a) that
19 precedes paragraph (1)—

20 (i) by striking “and” before “the cen-
21 tral cities”; and

22 (ii) by inserting after “section 1334,”
23 the following: “, and the location-efficient
24 mortgages goals pursuant to section
25 1334A”;

1 (B) in subsection (b), by striking “and
2 1334” and inserting “, 1334, and 1334A”; and
3 (4) in section 1336 (12 U.S.C. 4566)—

4 (A) in paragraph (1) of subsection (a), by
5 striking “and 1334” and inserting “, 1334, and
6 1334A”; and

7 (B) by striking “or 1334” each place such
8 term appears and inserting “, 1334, or
9 1334A”.

10 **SEC. 17. LOCATION-EFFICIENT MORTGAGES EDUCATION**
11 **AND OUTREACH CAMPAIGN.**

12 The Secretary of Housing and Urban Development
13 shall carry out a public awareness, education, and out-
14 reach campaign to inform and educate residential lenders
15 and prospective mortgagors regarding the availability,
16 benefits, advantages, and terms of location-efficient mort-
17 gages, including location-efficient mortgages that meet the
18 requirements of section 1334A of the Housing and Com-
19 munity Development Act of 1992, and other mortgages
20 having location-efficiency features and to publicize such
21 availability, benefits, advantages, and terms. Such actions
22 may include entering into a contract with an appropriate
23 entity to publicize and market such mortgages through ap-
24 propriate media.

1 **SEC. 18. GRANTS FOR PURCHASE OR CREATION OF AF-**
2 **FORDABLE HOUSING NEAR TRANSIT.**

3 (a) **GRANT AUTHORITY.**—The Secretary of Housing
4 and Urban Development shall, to the extent amounts are
5 available for grants under this section, make grants to
6 States for financial assistance in constructing or acquiring
7 housing that is affordable and location-efficient.

8 (b) **REQUIREMENTS FOR HOUSING.**—For purposes of
9 this section:

10 (1) **AFFORDABILITY.**—Housing shall be consid-
11 ered affordable only if the housing is affordable, in
12 accordance with requirements that the Secretary
13 shall establish, for rental or purchase by low-income
14 families, as such term is defined in section 3 of the
15 United States Housing Act of 1937 (42 U.S.C.
16 1437a).

17 (2) **LOCATION EFFICIENCY.**—Housing shall be
18 considered location-efficient only if the housing is on
19 land located not further than one-half mile from a
20 transit stop.

21 (c) **APPLICATIONS.**—To be eligible to receive a grant
22 under this section, a State, through an appropriate State
23 agency, shall submit to the Secretary an application at
24 such time, in such manner, and containing such informa-
25 tion as the Secretary may require.

1 (d) CRITERIA FOR APPROVAL.—The Secretary may
2 approve an application of a State for a grant under this
3 section only if the Secretary determines that the State will
4 use the funds from the grant to carry out a program
5 that—

6 (1) provides financial assistance for the con-
7 struction or preservation of housing that meets the
8 requirements of subsection (b); and

9 (2) includes such compliance and audit require-
10 ments as the Secretary determines are necessary to
11 ensure that the program is operated in a sound and
12 effective manner.

13 (e) LIMITATION ON AGGREGATE GRANT AMOUNT.—
14 The aggregate amount of grants made under this section
15 to any single State may not exceed \$2,500,000

16 (f) ADMINISTRATIVE EXPENSES.—Of any amounts
17 made available for grants under this section for a fiscal
18 year, the Secretary may use not more than 15 percent for
19 administrative expenses of the Department of Housing
20 and Urban Development in carrying out this section.

21 (g) REPORTS.—

22 (1) TO SECRETARY.—Each State that receives
23 a grant under this section shall submit a report to
24 the Secretary, for each year during which amounts
25 from such grant are expended for activities described

1 in subsection (a), describing the State’s program for
 2 constructing or preserving location-efficient afford-
 3 able housing for which the grant was made and the
 4 progress of the program.

5 (2) TO CONGRESS.—Not later than September
 6 30 of each year that any grants are made under this
 7 section, the Secretary shall submit a report to the
 8 Congress describing the total amount of such grants
 9 provided under this section to each State during the
 10 fiscal year ending on such date and evaluating the
 11 effectiveness of the grants made under this section
 12 in achieving the purposes of this section.

13 (h) AUTHORIZATION OF APPROPRIATIONS.—There is
 14 authorized to be appropriated to the Fund for each of fis-
 15 cal years 2009 through 2011 such sums as may be nec-
 16 essary for grants under this section.

17 **SEC. 19. ACCESSIBLE AND EFFICIENT SCHOOLS.**

18 (a) INCLUSION OF HIGH SCHOOLS IN SAFE ROUTES
 19 TO SCHOOL PROGRAM.—Section 1404 of the Safe, Ac-
 20 countable, Flexible, Efficient Transportation Equity Act:
 21 A Legacy for Users (23 U.S.C. 402 note; 119 Stat. 1228)
 22 is amended—

23 (1) by striking “primary and middle schools” in
 24 subsection (a), subsection (c)(1)(A), and subsection

1 (c)(1)(B) and inserting “primary, middle, and high
2 schools”; and

3 (2) in subsection (k)—

4 (A) in the subsection heading by striking
5 “PRIMARY AND MIDDLE SCHOOLS” and insert-
6 ing “PRIMARY, MIDDLE, AND HIGH SCHOOLS”;

7 (B) by striking “primary and middle
8 schools” and inserting “primary, middle, and
9 high schools”; and

10 (C) by striking “eighth grade” and insert-
11 ing “twelfth grade”.

12 (b) EXPANSION OF SAFE ROUTES TO SCHOOL PRO-
13 GRAM.—There is authorized to be appropriated to carry
14 out the safe routes to school program authorized by sec-
15 tion 1404 of the Safe, Accountable, Flexible, Efficient
16 Transportation Equity Act: A Legacy for Users (23
17 U.S.C. 402 note; 119 Stat. 1228)—

18 (1) \$400,000,000 for fiscal year 2009;

19 (2) \$500,000,000 for fiscal year 2010; and

20 (3) \$600,000,000 for each of fiscal years 2011
21 through 2013.

○



DATE: August 19, 2008
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Transportation Impact Fee Feasibility Study Update

Background:

One of the tasks identified by the Solano Transportation Authority (STA) Board as a priority project in the STA's Overall Work Plan (OWP) for Fiscal Year (FY) 2008-09 and 2009-10 is the initiation of a Regional Impact Fee Study. Regional Transportation Impact Fees are used by a variety of counties throughout the State of California. A transportation impact fee is established by local government (and usually collected during issuance of the building permit) in connection with approval of a development project for purpose of defraying all or a portion of the cost of particular public facilities. The legal requirements for enactment of a traffic impact fee program are set forth in the California "Mitigation Fee Act", which was adopted in 1987 under AB 1600, and thus these fees are commonly referred to as "AB 1600" fees. An impact fee is not a tax or a special assessment so, by definition, a fee must be reasonably related to the cost of the facility or service provided by the local agency.

One of the primary reasons for counties to consider implementing a regional impact fee is to help mitigate and plan for the impact of future growth on local and regional transportation system. According to the Association of Bay Area Governments' (ABAG) most recent growth projections for Solano County (Projections 2007), Solano County is projected to continue to be the fastest growing Bay Area county by percentage with Solano County projected to add 33,000 new residents, 12,450 new jobs, and 10,220 new households between 2010 and 2015 and 94,400 new residents, 54,030 new jobs, and 33,600 new households between 2015 and 2030. According to the STA's Comprehensive Transportation Plan (CTP), Solano County has an estimated projected funding shortfall of over \$3 billion over the next 25 years in funds necessary to both fund the maintenance of the current transportation system and to provide system performance and capacity to address for future growth.

A number of counties in California have planned to mitigate the impacts of their future growth by implementing some form of a countywide, subarea or corridor based traffic impact fee. On February 17, 2005, the STA Board discussed the initiation of a feasibility study to examine issues and options associated with conducting and/or implementing a Countywide Regional Impact Fee Study. In preparation for the previous STA Board discussion of this topic, staff researched other California counties and identified 17 counties that have some form of existing or pending countywide, subarea or corridor- based transportation impact fee:

Alameda	Amador	Contra Costa
El Dorado	Los Angeles	Madera
Marin	Merced	Monterey
Orange	Placer	Riverside
Sacramento	San Francisco	Santa Barbara
Santa Cruz	Sonoma County	

Two STA Board established committees, the SR 12 Steering Committee and the SR 113 Steering Committee, have been separately evaluating options for improving mobility and safety along these respective corridors. A key obstacle facing both corridors and a number of other projects located off of the state highway system is the lack of identified federal, state or local funds currently or in the projected near-term future (next ten years) to address critically needed improvements. Earlier this year, members of both committees and STA staff traveled to the nearby counties of Contra Costa and Placer to meet with their transportation agencies and elected officials to discuss their implementation and use of locally generated impact fees to fund critically needed projects on Highway 4 in Contra Costa and in South Placer County and to tour recently constructed projects funded through this approach. The general message conveyed by both Contra Costa and Placer Counties elected officials and staff was that the implementation of their respective fee programs have been successful and a key ingredient in helping start, advance and/or finish transportation projects that would have not otherwise occurred.

At a follow-up meeting on May 20th, the STA Board participants from both the SR 12 Steering Committee and SR 113 Steering Committee met to discuss the two approaches in Contra Costa and Placer County. The group recommended the STA Board consider authorizing STA staff to move forward with the feasibility study for regional traffic impact fees. The direction at the meeting was for the feasibility study to include an assessment of issues, future growth impacts to be addressed, potential projects to be funded to address these impacts, projected revenues to be raised, a range of fee options, and options for participation at either a corridor, sub-regional or countywide level.

Discussion:

On July 9th, the STA Board authorized the Executive Director to begin the feasibility study. On August 13th and 14th, a STA Board delegation and STA Staff visited San Diego, Riverside, Anaheim, and Irvine to tour various impact fee and toll facilities in southern California (Attachment A). Projects visited include San Diego Association of Governments (SANDAG) TransNet (half-cent sales tax) I-15, Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF), Orange County Transportation Authority (OCTA) I-91 Express Lane, Transportation Corridor Agencies (TCA) “The Toll Roads”

Listed below is a list of tasks and issues that are to be considered as part of this feasibility study.

- Form two advisory committees:
 - TIF Technical Working Group composed of local agency Planning Directors, Public Works Directors, and City Managers.
 - TIF Policy Committee composed of Elected Officials, City Managers, and representatives from the development and business community (e.g., Solano EDC).
- Determine and assess growth projections in Solano County jurisdictions
- Identify all local traffic impact fees currently in effect in Solano County jurisdictions and update Regional Impact Fee programs currently in effect in other California counties
- Identify current and future transportation needs
- Identify list of candidate projects eligible for the fee and funding shortfalls for these specified projects
- Identify potential fee revenue based on optional fee levels
- Project Transportation Revenues with Current Sources
- Identify options for implementation of regional traffic impact fee by corridor, sub-region and countywide
- Identify options for a proposed Capital Improvement Program

- Prepare Alternatives and Options for Development of Regional Transportation Impact Fee
- Identify Pros and Cons of Establishing Regional Transportation Impact Fees
- Conduct Outreach to Local Agencies, the Business Community, interest groups and the public
- Identify Institutional Options for Implementing a Regional Impact Fee Program
- Identify Cumulative Impacts of proposed Regional Traffic Impact Fees on current fees
- Prepare Conclusions, Recommendations and Next Steps

Below is a schedule of meetings aimed at completing the study by October 8th for STA Board consideration:

Date	Committee/Group	Meeting Agenda
July 23	City Managers Meeting	TIF Study Introduction
July 30	Public Works Directors and Planning Directors	TIF Study Introduction
August 27	TIF Working Group meeting	Review background and TIF options
September 17	TIF Working Group meeting	Recommend Draft TIF Study for additional committee review
September 24	TIF Policy Committee meeting	TIF Intro & review of Draft TIF Study
September 24	STA TAC Meeting	Recommend Draft TIF Study to STA Board for Adoption
October 1	Developers and Business Community Meeting	TIF Intro & review of Draft TIF Study
October 8	STA Board Meeting	Present TIF Study

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. SoCAL Project Tour Itinerary, August 13-14, 2008

THIS PAGE INTENTIONALLY LEFT BLANK



SoCAL PROJECT TOUR ITINERARY
August 13-14, 2008

List of Participants:

Eddie Woodruff, STA Board Chair, Mayor, City of Rio Vista
 Jim Spring, Solano County Supervisor, STA Board Vice Chair, Commissioner – Metropolitan Transportation Commission
 Len Augustine, Mayor, City of Vacaville
 Elizabeth Patterson, Mayor, City of Benicia
 Pete Sanchez, Mayor, City of Suisun City
 Jack Batchelor, Vice Mayor, City of Dixon
 Daryl Halls, STA Executive Director
 Janet Adams, STA Deputy Executive Director/Director of Projects
 Robert Guerrero, STA Senior Planner

Pursuant to the Brown Act provisions found in Government Code Section 54954, members of the STA Board are traveling to southern California to meet with local officials in Orange County and Riverside County to investigate and educate themselves about local governmental programs for regional transportation funding and facilities presently in-place in those counties. STA Board members amounting to a quorum may attend. No deliberations or intra-Board discussions will take place with reference to the application or adoption of such programs to Solano County. All meetings with Orange and Riverside County officials will be open to the public. The following is the itinerary for this activity and additional information concerning attendance by members of the public can be had by contacting Johanna Masclat, Clerk to the STA Board, at the STA office (One Harbor Center, Suite 130; Suisun City, CA 94585) or calling 707-424-6075.

SCHEDULE		NOTES
Wed., August 13		
11:30 a.m.	TransNet SANDAG – I-15 Richard Travis, Project Manager 13560 Evening Creek Dr. San Diego, CA 92101 Main#: (619) 699-1900	I-15 Construction Field Office.
3:00 p.m.	WRCOG – TUMF (Transportation Uniform Mitigation Fee) Rick Bishop, Executive Director 4080 Lemon St., 3 rd Floor Riverside, CA 92501 Main#: (951) 955-7985 Direct#: (951) 955-8303	A late lunch will be provided.
Thurs., August 14		
8:30 a.m.	OCTA – I-91 Express Lane Kirk Avila, General Manager 180 N. Riverview Dr., Ste. 200 Anaheim, CA 92808 Main#: (714) 560-6282	
11:00 a.m.	TCA – Toll Roads Jim Gallagher, Toll Operations Executive Director 125 Pacifica, Suite 100 Irvine, CA 92618 Main#: (949) 754-3400 Direct#: (949) 754-3480	Lunch will be provided.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: August 14, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) T2035 Update

Background:

The Metropolitan Planning Commission (MTC) is updating the Regional Transportation Plan (RTP). This plan sets the transportation priorities for the 9 Bay Area counties for the next 25 years.

Discussion:

On July 23, the MTC approved the draft fiscally constrained Regional Transportation Plan (RTP). This is the document that will undergo environmental analysis, including air emission modeling and conformity analysis.

MTC asked the Congestion Management Agencies (CMAs), including the Solano Transportation Authority, to submit projects for inclusion in the RTP. MTC estimated each CMA's share of available discretionary revenue, and required project costs to be no greater than their share. The STA share was \$1.98 billion. STA staff worked with the member agencies and the Bicycle and Pedestrian advisory committees to develop a project list, which was approved by the STA Board and submitted to MTC. MTC subsequently revised their estimates of available discretionary funds sharply downward. This reflected several factors:

- Commitment to MTC to fund roadway and transit operations and maintenance "off the top" of RTP funds
- Identification of full costs for "committed" projects
- Revised estimates of available funds
- Limitations of projects based on specific discretionary fund availability

The revised STA discretionary project share was \$305 million – approximately 15% of the funds initially identified. These funds were limited to the projected State Improvement Program (STIP) share for Solano County. As a result, STA submit a project list based on Attachment A, STA Priorities for RTP Investment Trade-Offs. In addition, MTC recommended \$200 million of future Interregional Transportation Improvement Program (ITIP) funds for the I-80/I-680/State Route (SR) 12 Interchange Project.

Based upon the priorities set by the STA Board and the March 2008 project submittal, STA staff submitted the amended project list included as Attachment B to MTC for inclusion in the Draft RTP. The MTC July 23rd action included these projects.

The Draft RTP includes 7 regional programs, as shown in Attachment C. These include existing programs such as the Transportation for Livable Communities and Lifeline transit programs, and new initiatives such as a regional climate change initiative. Although funding levels have been identified for each program, the details of how the new programs will be structured and actually funded have not been released by MTC.

The Draft Environmental Impact Report and air quality conformance analysis are scheduled for release in December 2008. Following a 45-day public comment period, final hearings and adoption of the final RTP is scheduled for March 2009.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. STA Priorities for RTP Investments
- B. STA STIP/ITIP Projects in RTP
- C. MTC Investment and Regional Plans

ATTACHMENT A
STA Priorities for RTP Investment Trade-Offs

Maintain the Existing System. The condition of regional and local roadway and transit capital has been allowed to deteriorate. Before any new investments are made, the existing investments must be protected by adequate maintenance and periodic replacement. *Preserve and expand the Pavement Management and Technical Assistance Program and the Streetsaver Program as specific programs that promote maintenance of local streets and roads.*

Local Decisionmaking and Local Implementation. The CMAs and the cities and counties have the best understanding of local needs, and are responsible for implementing programs. The overall theme of the RTP should be set at the regional level, but the implementation should be done on a corridor and local level.

Efficiency Before Expansion. Make moderate investments in more efficient use of the regional transportation system before making initiating major expansions of roadways.

Improve Corridor Mobility. MTC has focused on the maturity of the core urban area freeway system, but the periphery system has room and need to grow. The RTP should allow CMAs to identify and plan for that system expansion before it is needed. This includes rail and water corridors that can take pressure off of road corridors.

Regional Clean Air Strategy. MTC and the Bay Area Air Quality Management District should collaborate with the CMAs and local jurisdictions to develop a clean air strategy. The current partnership between the BAAQMD should be expanded in this endeavor.

Priority Development Areas (PDAs). The PDA process of identifying and helping fund high density transit oriented development should be structured to allow all portions of the region to participate, not just the core inner-Bay communities. Funding for existing programs such as Transportation for Livable Communities should not be diverted to pay for PDAs.

Attainable Milestones. The RTP needs to set out clearly measurable and attainable milestones so that we can measure progress towards long-term goals.

Focus on Goals, Then on Tools. The RTP needs to first identify goals (such as a regional HOV network) and then discuss tools options to attain those goals (generate revenue from HOT lanes to finance the HOV network) as proposed by MTC.

ATTACHMENT B

County	RTPID	Project/Program	Total Cost (\$M)	Committed Existing Funds (\$M)	Requested Discretionary Funds (\$M)	Proposed ITIP Funds (\$M)	BC Ratio	Number of Goals Strongly Supported
Solano	94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	194.0	134.0	60.0	0.0	4.6	1
Solano	230326	I-80/I-680/Route 12 Interchange (Phase 1): Connect I-680 northbound directly to Route 12 westbound (Jameson Canyon) (includes adding connectors and reconstructing local interchanges)	491.0	134.4	156.5	197.0	2.4	1
Solano	21341	Construct new Fairfield/Vacaville multi-modal train station for Capitol Corridor intercity rail service (Phases 1, 2, and 3)	39.6	39.6	10.0	0.0		3
Solano	22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities, and pedestrian access improvements)	119.3	75.6	10.0	0.0		3
Solano	230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway (includes an eastbound mixed flow lane from Route 12 East to Airbase Parkway and removes the I-80/Auto Mall hook ramps and C-D road slip-ramp)	50.0	0.0	50.0	0.0		1
Solano	230635	Construct new 400-space parking garage at the Vacaville Intermodal Station	23.0	0.0	10.0	0.0		3
Solano	22700	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road (the western section extends from the railroad crossing on Road Top Road at Route 12 to Business Center Drive; the eastern section extends from Suisan Valley Creek to Abernathy)	69.0	60.5	8.5	0.0		1
Solano	Sum				305.0	197.0		

Recommendation: Investment Plan for the \$31.6 Billion Uncommitted Discretionary Funds

(escalated billions \$)

Investment Category	Amount	% of Total	Rationale
Maintenance			
Transit	\$6.4	20%	Regional investment priority given to vehicles plus 25% of to-be-determined priority guideway (e.g. track and structures) needs
Local Road	\$7.0	22%	Regional investment priority given to MTS pavement needs to maintain current PCI of 64
State Hwy			Assumes State responsibility for funding shortfall need
Subtotal	\$13.4	42%	
Efficiency			
Lifeline	\$0.4	1%	Extends Commission's current 10-year Lifeline commitment (\$300 million, which includes means-based pilot program) to 25 years for a total investment of \$700 million
Regional Bicycle Plan	\$1.0	3%	Fully funds Regional Bike Plan network, excepting toll bridge facilities
Climate Change/PM Reduction Program	\$0.4	1%	Fully funds 5-year Climate Change/Particulate Matter Reduction Program that includes the following elements 1. Outreach/Incentives Programs - \$27 million/yr 2. Safe Routes to School/Transit - \$20 million/yr 3. Transit Priority Program - \$10 million/yr
Planning	\$0.3	1%	Planning funds for CMAs and Regional Agencies (ABAG, MTC, BCDC)
TLC	\$2.2	7%	Doubles current program from \$27 million/yr to \$60 million/yr
FPI	\$1.6	5%	Fully funds capital and maintenance/operations costs
Subtotal	\$5.9	19%	
Expansion	\$12.1	38%	Revised HOT revenue estimates increase 25-year projection from \$5.1 billion to \$6.1 billion; STIP/SLPP amount remains at \$6.0 billion
STIP	\$5.7		
SLPP	\$0.3		
HOT	\$6.1		
Cost Risk Contingency	\$0.2	1%	Includes additional contingency for committed projects to cover potential committed projects cost increases
TOTAL	\$31.6		

123

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: August 18, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). There are three committees advising the STA Board on the CTP update, one for each CTP Element: Alternative Modes, Arterials, Highways and Freeways, and Transit.

Discussion:

One of the primary purposes of the CTP is to guide the STA in making future funding decisions. As with the current Metropolitan Transportation Commission (MTC) prepared Regional Transportation Plan (RTP), it is important to identify those projects that are already being implemented and those that are fully funded but not yet implemented. This provides the STA Board and the CTP Committees not only list of those projects that have been implemented or funded based upon past CTP policies, but also a good understanding of the financial as well as policy issues that come out of the CTP policy recommendations.

The attached table shows both roadway and transit projects, divided into three categories:

1. **Implemented.** These are projects that have complete funding and environmental review, and are ready for the issuance of final construction documents. (This category does not include projects that are already either in final design or under construction, such as the Jameson Canyon improvements, the I-80 High Occupancy Vehicle lanes from Red Top Road to Air Base Parkway, or the East End of the North Connector.)
2. **Committed.** These are projects with substantial investments and commitments (i.e. Project Study Report or major Environmental Document started), but with major milestones still to be met.
3. **RTP financially constrained projects.** These are locally and regionally significant projects that have been included in the Draft Financially Constrained RTP.

There are numerous projects identified in other STA documents and plans, including the initial \$1.98 billion project list submitted to MTC in March 2008. As the CTP process identifies priorities for STA investment, decisions will be able to be made regarding funding for these and potentially other, new projects.

The Alternative Modes Committee is scheduled to meet on August 27th, immediately after the TAC meeting. At that time, the Committee is expected to finalize the Draft Alternative Modes Purpose Statement and Goals. The Draft Alternative Modes Purpose Statement and Goals will be provided to the STA Board at its meeting on September 10th.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

Attachments:

- A. CTP Project Commitment List

**ATTACHMENT A
STA Project Commitment List**

Implemented

Sponsor	Project	Details	Cost	Shortfall	Commitment
STA	Jepson Parkway – Vanden Road Segment	Vanden Road Segment	\$27.8 M	\$0 (STIP funding identified for Jepson Parkway)	Draft EIR/EIS comment period closed
STA	I-80 EB Cordellia Truck Scales Relocation	Phase 1 (EB scales)	\$99.6 M	\$ 0 M	Fully Funded
STA	I-80/I-680/SR12 Interchange	First Phase	\$ 491 M	\$353.5 M	Funds identified in STIP/ITIP share in RTP
Solano County	Travis AFB Access	South gate improvements	\$2.25 M	\$0 M	Fully Funded w/Federal earmark and local match

Committed

Sponsor	Project	Details	Cost	Shortfall	Commitment
STA	SR 12/Church Road Improvements	Intersection Optimization and Improvements	\$5 M	\$5 M	PSR Underway
STA	I-80 HOV Lanes EB and WB – Vallejo	Carginez Bridge to SR 37	\$100 M	\$100 M	PSR Underway
STA	SR 12 Median Barrier	Suisun City to Rio Vista Phase 1 – SR 113 to Rio Vista Phase 2 – Suisun City to SR 113	\$100 M \$150 M	\$100 M \$150 M	PSR Underway
STA / Fairfield / Vacaville	Jepson Parkway	Leisure Town (Alamo to Orange) Leisure Town (Vanden to Alamo) Cement Hill Segment Walters Road Extension Walters Road Widening	\$34.2 M \$18.9 M \$8.5 M \$41.1 M \$5.0 M	\$34.2 M \$18.9 M \$8.5 M \$41.1 M \$5.0 M	Draft EIR/EIS comment period closed
Solano County	Travis AFB Access	Canon Road and north gate improvements	\$5.6 M	\$4.6 M	Environmental document initiation pending; Federal earmark requested
STA	North Connector – West	West Segment of North Connector	\$32 M	\$8.5 M per STA 50/50 policy	Complete EIR Funding included in RTP STIP Request
Vallejo	Vallejo Station Ferry Terminal	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities, and pedestrian access improvements)	\$64 M	\$11 M	Final EIR Phase 1 fully funded
Vallejo	Curtola Park and Ride Structure – Phase 1	Convert current park and ride lot to parking structure, with improved bus access	\$12 M	\$0 M	Planning study underway

RTP financially constrained projects

Sponsor	Project	Details	Cost	Shortfall	Commitment
Fairfield	Fairfield/Vacaville Multi-Modal Rail Station	Capitol Corridor intercity rail service and bus transfer station (Phases 1, 2, and 3)	\$42.6 M	\$13 M	Administrative draft of environmental document Completed planning study
Dixon	Dixon Multi-Modal Rail Station	Capitol Corridor intercity rail service and park-and-ride lot	\$3.7 M	\$10.5 M	Train depot and park and ride completed Preliminary engineering for passenger siding underway
STA	I-80 Auxiliary Lanes	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway (includes an eastbound mixed flow lane from Route 12 East to Airbase Parkway and removes the I-80/Auto Mall hook ramps and C-D road slip-ramp)	\$150 M	\$150 M	\$ 50 M in STIP share of RTP
Vacaville	Vacaville Intermodal Center – Phase 2	400 space parking garage	\$23 M	\$23 M	\$ 10 M in STIP share of Draft RTP
Fairfield	Fairfield Transportation Center – Phase 4	Expand parking structure at existing multi-modal center	\$16.1 M	\$8.0 M	Planning and preliminary engineering underway

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: August 15, 2008
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA Annual Awards Program

Background:

The STA will present its 11th Annual Awards on Wednesday, November 12, 2008, at the Trilogy Clubhouse Vista Ballroom in Rio Vista.

Discussion:

Staff has developed descriptions and criteria for each award category to assist with the nomination process. The nomination period is August 18 through September 3, 2008. The attached Call for Nominations letter, Awards Categories and Criteria, and Nomination Form are posted on the STA website at www.solanolinks.com/programs.html#awards. The deadline for electronically submitting nomination forms and supporting documents is September 3, 2008.

Recommendation:

Informational.

Attachments:

- A. Call for Nominations – 11th Annual STA Awards
- B. STA Annual Awards Categories and Criteria
- C. 11th Annual STA Awards Nomination Form

THIS PAGE INTENTIONALLY LEFT BLANK



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

August 18, 2008

Dear Friends and Partners of Transportation:

RE: Call for Nominations – 11th Annual STA Awards

The 11th Annual Solano Transportation Authority Awards ceremony is scheduled for Wednesday evening, November 12th, 2008 at the Trilogy Clubhouse Vista Ballroom in Rio Vista.

On behalf of the Solano Transportation Authority, I am requesting nominations of individuals, programs, activities and projects that have contributed to our continued success in “improving the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality.” This event provides the opportunity to showcase our many collective transportation accomplishments of the past year.

The categories to be recognized at this year’s awards ceremony are:

- Agency of the Year
- Advisory Committee Member of the Year
- Project of the Year
- Safety Project of the Year
- Transit Employee of the Year
- Business of the Year
- Partner of the Year
- Project Delivery
- Federal/State Elected Official of the Year



A description of the categories and criteria for which entries are judged is attached, as well as the nomination form. **Please complete the nomination form and submit it electronically no later than Wednesday, September 3, 2008.** Please attach photos and any supporting documents along with the form.

For more information, please call Jayne Bauer at 707-424-6075.

Sincerely,

Eddie Woodruff, Chair
Mayor, City of Rio Vista

EW/jb

Attachments:

STA Annual Awards Nomination Form
STA Annual Awards Categories

THIS PAGE INTENTIONALLY LEFT BLANK

STA Annual Awards Categories

Award Categories

Agency of the Year

Description

This category recognizes an STA member agency that has achieved overall excellence and made a significant contribution to helping Solano County's transportation programs and issues in an exemplary fashion.

Selection Criteria

- Significant regional or local projects
- Innovative technology
- Extraordinary development of funding for various transportation projects

Advisory Committee Member of the Year

Description

This category recognizes the performance of a member of an STA citizen based advisory committee (BAC/PAC/PCC/SR2S), time spent on the project or program, and significant contribution made to the community.

Selection Criteria

- Active participation with the committee and its workplan
- Supported projects of regional importance
- Demonstrated leadership abilities and commitment to serving countywide needs
- Provided insights and valuable input on transportation issues

Project of the Year

Description

This category recognizes a project completed or implemented during the year that has made significant improvements to countywide transportation, traffic, safety, or commute alternatives.

Selection Criteria

- Positive effect on air quality and other environmental concerns
- Anticipated a great need to serve traffic demands of the community

Safety Project of the Year

Description

This category recognizes a project completed or implemented during the year that has made significant improvement to travel safety in Solano County.

Selection Criteria

- Accomplished project goals in a time-efficient manner.
- Substantially improved travel safety and/or enhanced road conditions.
- Anticipated safety needs immediately to provide an easier travel for commuters.

Transit Employee of the Year

Description

This category is based on a transit employee's (bus driver, dispatcher, supervisor, others) performance, dependability, safety, initiative to improve transit service, and positive attitude when delivering transit service to the public.

Selection Criteria

- Consistently delivered exceptional positive service to transit team and/or public.
- Showed initiative to improve delivery of service.
- Overcame a significantly challenging situation to deliver high-quality service.

Business of the Year

Description

This category recognizes a business that has provided service and/or products above and beyond expectations to further the causes of transportation in the region, and exhibited strong leadership to help meet the growing demands of residents in Solano County.

Selection Criteria

- Engaged in regional or local transportation issues.
- Proactive in providing public information on transportation to residents.
- Encouraged local businesses to support the efforts of the Solano Transportation Authority.

Partner of the Year

Description

This category recognizes overall performance of an STA partner agency (not a member of the STA) in improving mobility and other transportation elements throughout Solano County.

Selection Criteria

- Engaged in regional or local transportation issues that benefit Solano County.
- Advocated for improving mobility, travel safety and economic vitality in Solano County.
- Played a dynamic role in influencing positive change to improve transportation needs that benefit Solano County.

Project Delivery

Description

This category recognizes a Solano Transportation Authority member agency's ability to deliver transportation projects, and in a timely manner.

Selection Criteria

- Accomplished project goals in a time-efficient manner.
- Substantially improved travel safety and/or enhanced road conditions.
- Overcame obstacles in planning, construction or funding to meet project deadlines to provide an easier travel for commuters.

Federal/State Elected Official of the Year

Description

This category recognizes a Federal or State elected official who worked with STA and local agencies to provide much needed funding and on other transportation related issues.

Selection Criteria

- Played a dynamic role in influencing legislation to promote critical transportation needs that benefit Solano County
- Made significant efforts to partner with other agencies in accomplishing the goals of the Solano Transportation Authority
- Responded with assistance to secure funding for critical transportation projects in Solano County

Special Award

Description

This category recognizes an individual, agency, program or project that has been particularly beneficial to regional transportation efforts in Solano County, or that does not fit into any other category.

Selection Criteria

The criteria are unique to the individual nomination.

THIS PAGE INTENTIONALLY LEFT BLANK

11th Annual STA Awards



1. Nominee: (Please provide contact information for nominated individual, agency, group or organization.)

Name of nominee, Agency, Business,
Program, Group or Contact Person: _____

Address: _____

City: _____

Zip: _____

Phone: _____

E-mail: _____

2. Nomination Category:

<input type="checkbox"/> 1. Agency of the Year	<input type="checkbox"/> 6. Business of the Year
<input type="checkbox"/> 2. Advisory Committee Member of the Year	<input type="checkbox"/> 7. Partner of the Year
<input type="checkbox"/> 3. Project of the Year	<input type="checkbox"/> 8. Project Delivery
<input type="checkbox"/> 4. Safety Project of the Year	<input type="checkbox"/> 9. Federal/State Elected Official of the Year
<input type="checkbox"/> 5. Transit Employee of the Year	<input type="checkbox"/> 10. Special Award _____

3. Description of Program/Activity/Project: (Briefly describe your reasons for nominating the individual, program, activity, or project. Please include any specific information that may apply, such as: an individual's performance and whether the person was a volunteer or not; the number of people who worked on the activity; number of hours spent on the project; and/or the number of people served or affected. Include any photographs or other materials that will contribute to making the award decision.)

4. Describe the timeframe of a particular action by the nominee or when the program took place: (If applicable, indicate when the program or activity was completed or if it is ongoing)

5. Describe the results and/or significance of the program, activity, or project:
(Describe the significance of the project or program with regards to how their action or program contributed to the transportation system in Solano County and what impacts the person/project had on those served.)

6. Person Submitting Nomination:

Name: _____ Phone: _____

Title: _____

Agency/Organization: _____

Address: _____

City: _____ ZIP: _____

***Please email this form and supporting photos and documents to
jbauer@sta-snci.com by September 3, 2008***

For additional information, contact Jayne Bauer at 707-424-6075.
Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585



DATE: August 18, 2008
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: SolanoExpress Annual Ridership Update

Background/Discussion:

Funding for Intercity Transit Routes is determined by the Intercity Transit Funding Agreement and all seven cities, the County of Solano and STA contribute funding. Fairfield and Suisun Transit's (FAST) Route 30 and 90 and Vallejo Transit new Route 78 comprise 3 of the 7 SolanoExpress Routes funded through this agreement and are managed by the STA.

FAIRFIELD AND SUIUSN TRANSIT (FAST) (see Attachment A)

Route 20 is operated by FAST with service hours from 6:42 a.m. to 7:42 p.m., Monday thru Friday and Saturdays from 7:30 a.m. to 5:24 p.m. This route serves residents between Fairfield and Vacaville via the I-80 corridor starting its run at Fairfield Transportation Center (FTC) and ending at Ulatis Cultural Center in Vacaville with stops at Solano Mall and Vacaville's Davis St. Park and Ride. It operates hourly. Ridership for Route 20 increased 3% from the previous year. For Fiscal Year (FY) 2007-2008, Route 20 carried 42,550 passengers.

Route 30 operates seven roundtrips, Monday to Friday, by FAST. This route is a commuter focused express route that connects several local jurisdictions, including Fairfield, Vacaville, Dixon, Davis, and Sacramento. The purpose of the extension to Sacramento several years ago was to improve the general performance and farebox recovery on the route as well as to address an Unmet Transit needs issue. There were five roundtrips a day in FY 2007-08. Ridership for Route 30 increased 8% from the previous year. For FY 2007-2008, Route 30 carried 37, 118 passengers.

Route 40 is operated by FAST with service hours 5:00 a.m. to 8:31 p.m. It operates Monday to Friday servicing Vacaville and Walnut Creek BART station via Fairfield and Benicia. It operates during the morning and evening commute periods only. Service points include Vacaville Davis St. Park and Ride, FTC, Benicia, Pleasant Hill BART Station, and Walnut Creek BART Station. Ridership for Route 40 increased 16% from the previous year. For FY 2007-2008, Route 40 carried 48,226 passengers.

Route 90 operates from 4:10 a.m. to 8:12 p.m., Monday thru Friday. FAST has been operating this route since October 2006. The previous operator was Vallejo Transit. This route is also a commuter focused route that services Fairfield, Suisun City AMTRAK, and El Cerrito del Norte BART. It operates hourly during non-peak periods and as frequently as every 15 minutes during the morning and evening peak periods. Ridership for Route 90 increased 21% from the previous year. For FY 2007-2008, Route 90 carried 213,033 passengers.

BENICIA BREEZE (see Attachment B)

Route 75 is operated by Benicia Breeze Monday to Saturday. This route connects Vallejo and Benicia residents to Pleasant Hill BART Station and to the Vallejo Ferry Terminal with service hours from 5:35a.m. to 8:53 p.m. The frequency is approximately every 30 minutes during peak and 60 minutes during off peak. Ridership for Route 75 decreased 1% from the previous year. For FY 2007-2008, Route 75 carried 107,307 passengers.

VALLEJO TRANSIT (see Attachment C)

Route 80 operates Monday thru Friday from 4:15 a.m. to 10:52 p.m. with service on Saturdays and Sunday from 5:55 a.m. – 10:52 p.m. This route is a non-stop service between Vallejo and El Cerrito del Norte BART station and is a key connection to the East Bay. Ridership for Route 80 increased 6% from the previous year. For FY 2007-2008, Route 80 carried 408,831 passengers.

Route 85 operates from 5:35 a.m. to 11:28 p.m., Monday thru Friday with service on Saturdays and Sundays. This route is services Vallejo Ferry Terminal, Six Flags, Green Valley Shopping, Solano Community College/Fairfield and Fairfield Solano Mall. Rt. 85 operates hourly on weekdays and every 2 hours on weekends. Ridership for Route 85 increased 22% from the previous year. For FY 2007-2008, Route 85 carried 153,552 passengers.

Overall ridership for SolanoExpress intercity routes in FY 2007-2008 exceeded 1.1 million riders with an increased ridership of 11.5% from the previous fiscal year. (see Attachment D) The highest ridership percentage increase was Route 85 at 22%.

Fiscal Impact:

None.

Recommendation:

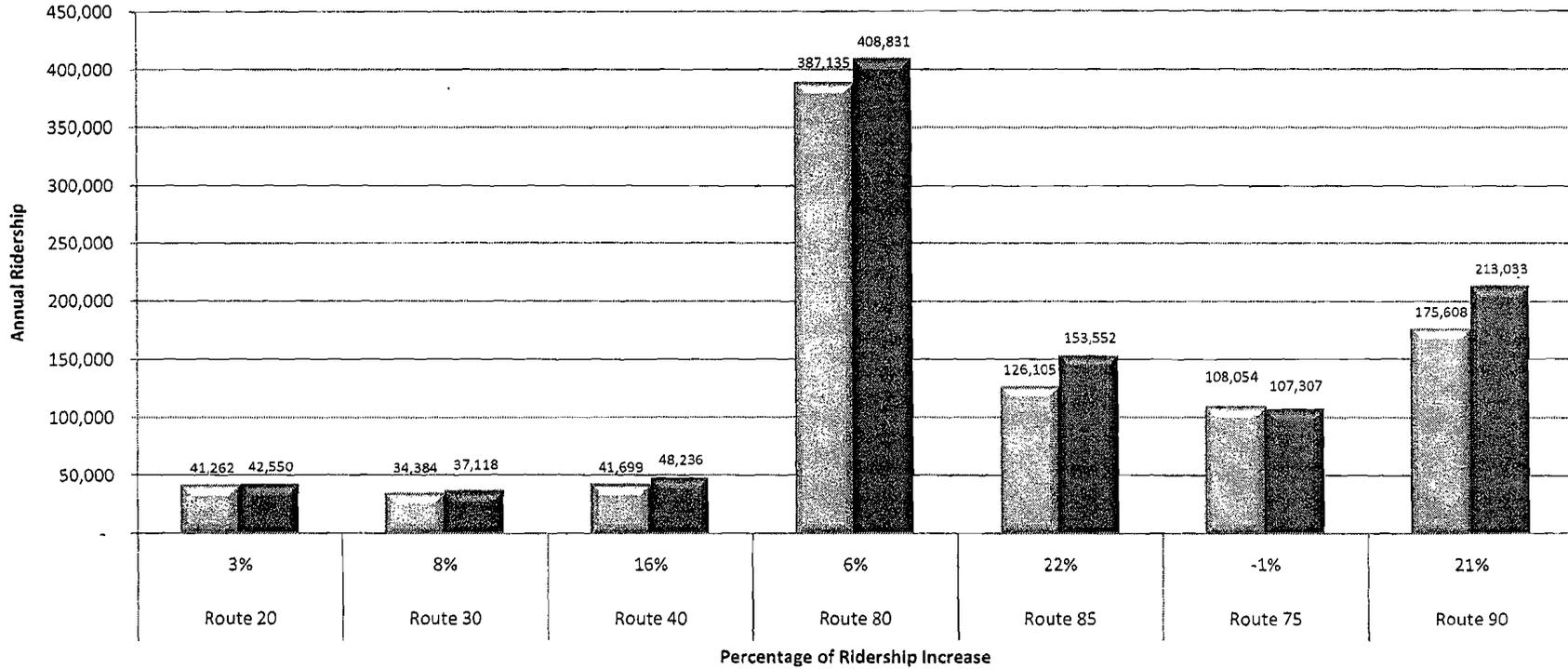
Informational.

Attachments:

- A. SolanoExpress Annual Ridership

SolanoExpress Routes
Overall Ridership Increase - 10.54%
 2007-2008 Ridership - 1,010,627
 2006-2007 Ridership - 914,247
 Overall Ridership- 96,380

2006-2007 2007-2008



THIS PAGE INTENTIONALLY LEFT BLANK



DATE: August 11, 2008
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Lifeline Program Call for Projects

Background:

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Network Report in the 2001 Regional Transportation Plan (RTP) identified transit needs in economically disadvantaged communities throughout San Francisco Bay Area. Likewise, the Environmental Justice Report for the 2001 RTP also identified the need for MTC to support local planning efforts in low-income communities throughout the region. To advance the findings of these studies, MTC, working in partnership with the nine Bay Area Congestion Management Agencies, initiated community-based transportation planning efforts.

The Community Based Transportation Planning (CBTP) Program is designed to be a collaborative process to ensure the participation of key stakeholders, such as community-based organizations (CBOs) that provide services within low-income neighborhoods, local transit operators, and county Congestion Management Agencies (CMAs). Each planning process must involve a significant outreach component to engage the direct participation of residents in the community.

As a result of this planning process, potential transportation improvements specific to low-income communities would be identified and cost-estimates developed to implement these improvements. This process includes prioritizing of improvements considered most critical to address. Although other funds may be used to fund these priority projects, the Lifeline funding program is a key source of revenue.

Each county has been conducting these CBTPs to identify transit and other transportation needs in disadvantaged communities. STA is the lead agency for Solano County. A CBTP was completed in Dixon in 2004 and two additional CBTPs were completed for the communities of Vallejo and Cordelia/Fairfield/Suisun City this summer. East Fairfield and North Vacaville have been identified by MTC as the next CBTP study areas in Solano County.

An initial round of Lifeline funding was approved by the STA Board in July 2006. Six (6) projects were funded: three (3) were for services by transit operators and three (3) were projects to be administered by local non-profit organizations.

Discussion:

A second cycle of Lifeline funds is now available. MTC has finalized the details of the process. The STA is responsible for programmatic and fiscal oversight of Lifeline projects. The Lifeline Program was a priority in the current Regional Transportation Plan (RTP) which

is reflected in the significant increase of funds available for programming. In the previous cycle, approximately \$1 million was available for Solano County. For this second cycle of Lifeline funding, up to \$4.3 million will be available for a three-year period. The estimated \$4.3 million is comprised of three sources of funding which have various requirements and issues.

- \$2,336,762: State Transit Assistance Funds (STAF)
- \$1,512,722: Proposition 1B funds
- \$ 416,834: JARC (Jobs Access Reverse Commute)
- \$4,266,318 TOTAL

At this time, the STAF funds are an estimate due to issues associated with the State budget and will not be finalized until September. In addition, MTC has indicated that they will reserve \$1.5 million of STAF off the top of the original \$43,986,585 regional STAF for Lifeline for a “means-based fare pilot program”; this has been taken into account above.

MTC is suggesting tiered programming. Since the FY 2009 and FY 2010 funding amounts for STA will not be finalized by the release of the call for projects due to the State budget, MTC recommends that the CMAs select Lifeline projects in two programming tiers. Tier I would cover the first two years and would be known definitively by September 2008. Tier II would cover the third year of funding which is expected to be known definitively by September 2009. **STA will be requesting for applicants to apply for all three years of funding in this call for project instead of waiting until next year.** STA will be conducting a consolidated competitive selection process for both Tiers, selecting the Tier II projects at the same time as Tier I projects. However, funding for Tier II projects will not be available until after they are presented to the Commission for adoption in December 2009.

STAF is the most flexible of these funds as they can be used for capital, operating and other standard transit expenses. However, they can only be used for transit. Proposition 1B funds must be used for capital projects only and are available only to transit operators meeting specific criteria. JARC funds are federal funds and must be for projects that are job related; they can be used for transportation projects broader than transit such as non-profit transportation programs.

For Solano County and other small Urbanized Areas (UZA), JARC funds are administered by Caltrans and must meet the Caltrans deadlines. JARC funds are allocated by UZAs and there are three in Solano County: Vallejo/Benicia (\$214,858), Fairfield/Suisun City (\$113,828) and Vacaville (\$88,149). STA has announced a Call for Project on August 7, 2008 for JARC. The JARC project applications are due by to STA August 27, 2008.

Timeline Summary for JARC

Action	Due Date
Issue Lifeline Call for Projects- JARC	August 7, 2008
JARC Application Due to STA	Wednesday, August 27, 2008 3:00 PM
Lifeline Advisory Committee/ Project Applicant Interviews	First Week of September
STA Board Approval of JARC Lifeline Projects	Wednesday, September 10, 2008
STA submits JARC projects to MTC	September 24, 2008

Commission approval of second cycle Lifeline Program of Projects	January 2009
MTC submits Federal Transit Administration (FTA) grant with JARC projects	Spring 2009
JARC-funded projects: project sponsors begin to enter into agreements	Summer 2009 (following FTA grant approval)

Timeline Summary for Prop 1B and STAF for both Tier I and Tier II

Issue Lifeline Call for Projects- Prop 1B and STAF	August 2008
Applications Due to STA	Friday, October 31, 2008 3:00 pm
Lifeline Advisory Committee/ Project Applicant Interviews	First/second week of November
STA submits projects to MTC	November 30, 2008
STA Board Approval of Lifeline Projects	December 12, 2008
Commission approval of second cycle Lifeline Program of Projects	January 2009
STAF funding projects: projects sponsors begin to claim funds or enter into agreements	February 2009
Prop 1B transit-funded projects: projects sponsors receive funds from state	February 2009 (estimated)
Revision of Lifeline Program of Projects (Tier II)	September 30, 2009
Commission approval of Tier II Lifeline Program of Projects	December 2009

Priority projects identified through the Community Based Transportation Planning process or 2002 countywide Welfare to Work Plan will be eligible to apply for future Lifeline funding. Priority for the limited Lifeline funds be given to Solano transit operators that are out of the Unmet Transit Needs process. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects.

Projects will be reviewed first by the STA Board appointed Lifeline Advisory Committee. The Committee represents a broad range of perspectives that deal with the low-income community. They currently represent County CalWORKS staff, child care via Children's Network, non-profits/a local Community Action Council, Paratransit Coordinating Council, and Intercity Transit Consortium. Lifeline applications will be reviewed and scored by this Committee. Based on this process, the Lifeline Advisory Committee will prepare a recommendation to the STA Board for action.

Fiscal Impact:

The currently available funding for Lifeline Projects in Solano County is approximately \$4 million for the next three years. The Lifeline funding will be allocated by the STA following approval by the STA Board and MTC.

Recommendation:

Informational.

Attachment:

- A. Second-Cycle Life Transportation Program Guidelines and Funding
FY 2009 through FY 2011

Date: July 23, 2008
W.I.: 1311
Referred by: PAC

Attachment A
MTC Resolution No. 3860
Page 1 of 8

**Second-Cycle Lifeline Transportation Program Guidelines and Funding
FY 2009 through FY 2011**

Program Goals: The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP). While preference will be given to CBTP priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects. Existing transportation services may also be eligible for funding.

Program Administration: The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

County	Lifeline Program Administrator
Alameda	Alameda County Congestion Management Agency
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

Lifeline Program Administrators are responsible for soliciting projects for the Lifeline Program, which requires a full commitment to a broad, inclusive public involvement process. Further guidance for public involvement is contained in MTC's Public Participation Plan. For the selection of projects involving federal funds, Lifeline Program Administrators must also consider fair and equitable solicitation and selection of project candidates in accordance with federal Title VI requirements, i.e. funds must be distributed without regard to race, color, and national origin.

Funding: Fund sources for the second-cycle Lifeline Program (FY 2009 - FY 2011) include Job Access Reverse Commute (JARC), State Transit Assistance (STA) and Proposition 1B - Transit funds, as shown in Table A. Funding amounts will be assigned to each county by each fund source, based on the county's share of poverty population consistent with the estimated distribution outlined in Table B. Lifeline Program Administrators will assign funds to eligible projects. Funded projects must meet the eligibility requirements of the respective funding source.

For projects receiving JARC Funds: Lifeline Program Administrators will enter projects into the Transportation Improvement Program (TIP). Following approval of the TIP, MTC will enter projects into MTC's Federal Transit Administration (FTA) grant to be submitted in spring 2009. Following FTA approval of the grant, MTC will enter into funding agreements with project sponsors.

For projects receiving STA funds: For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, MTC or the local transit operator will enter into a funding agreement directly with the project sponsor.

For projects receiving Proposition 1B Transit Funds: Project sponsors receiving Proposition 1B funds must submit a Proposition 1B application to MTC for submittal to Caltrans with prior review by MTC. The estimated due date to Caltrans is November 2008. The state will distribute funds directly to the project sponsor.

Multi-Year Programming: The second-cycle Lifeline Transportation Program will cover a three-year programming cycle. In Table A, the first year of funding is known, while the second and

third years of funding depend upon the FY 2009 and FY 2010 state budgets and are estimated. Since funding amounts for STA are unpredictable and will not be finalized before the release of the call for projects, MTC recommends that Lifeline Program Administrators select projects in two programming tiers.

Tier I Program: The Tier I Program would cover the first two years of funding. Funding for the second year is expected to be known with approval of the FY 2009 state budget, or by September 2008. Tier I projects are due to MTC by November 30, 2008¹, and are scheduled to be presented to the Commission for adoption in January 2009. Lifeline Program Administrators are strongly encouraged to program the full amount of the Tier I county targets illustrated in Table B. Any remaining amounts not submitted by November 2008 may be programmed under Tier II. However, it should be noted that due to the timing of federal deadlines associated with JARC and state deadlines associated with Proposition 1B funds, any projects for these funding sources submitted after the November 2008 deadline will experience a delay in receipt of funds of up to one year.

Tier II Program: The Tier II Program would cover the third year of funding, which is expected to be known with approval of the FY 2010 state budget, or by September 2009. Tier II projects will be due to MTC by September 30, 2009.

At their discretion, Lifeline Program Administrators may conduct a consolidated competitive selection process for both Tiers, selecting the Tier II projects at the same time as the Tier I projects. However, funding for Tier II projects will not be available until after they are presented to the Commission for adoption in December 2009.

Competitive Process: Projects must be selected through an open, competitive process with the following exception. In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate a portion of their STA funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Program reporting requirements.

Grant Application: To ensure a streamlined application process for project sponsors, a universal application form (or standard format and content for project proposals) will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Program Match: The Lifeline Program requires a minimum local match of 20% of the total project cost; new Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.

There are two exceptions to the 20% match requirement.

¹ Small Urbanized Area JARC projects will be due to MTC in September 2008.

(1) JARC operating projects require a 50% match. However, consistent with MTC's approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for **both** JARC and STA funds.

(2) All auto-related projects require a 50% match.

Project sponsors may use federal or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. The match may include a non-cash component such as donations, volunteer services, or in-kind contributions as long as the value of each is documented and supported, represents a cost that would otherwise be eligible under the program and is included in the net project costs in the project budget

For JARC projects, the federal match must be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services, Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Project Assessment: Standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/stated goals and objectives, (2) community-based transportation plan (CBTP) priority (3) implementation plan, (4) project budget/sustainability, (5) coordination and program outreach, and (6) cost-effectiveness and performance indicators. Lifeline Program Administrators may establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

Each county will appoint a local review team of CMA staff, a local representative from MTC's Minority Citizens Advisory Committee, as well as representatives of local stakeholders, such as, transit operators or other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Each county will assign local priorities for project selection.

Project Selection/Draft Program of Projects: In funding projects, preference will be given to strategies emerging from local CBTP processes. Projects included in countywide regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. Per federal requirements, all JARC projects must be derived from MTC's Coordinated Public Transit-Human Services Transportation Plan. Regional Lifeline funds should not supplant or replace existing sources of funds.

Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of lifeline-related transit services eliminated due to budget shortfalls, shuttles, children's transportation programs, taxi voucher programs, improved access to autos, etc. See Attachment 1 for additional details about eligibility by funding source.

Eligible capital projects, consistent with requirements of funding sources, include (but are not limited to) purchase of vehicles; bus stop enhancements, including the provision of bus shelters, benches, lighting or sidewalk improvements at or near transit stops, rehabilitation, safety or modernization improvements, etc.; or other enhancements to improve transportation access for residents of low-income communities. See Attachment 1 for additional details about eligibility by funding source.

Inter-county projects may also be funded if two or more counties wish to jointly plan for and fund such a project. Interested project sponsors or CMA staff should contact MTC to facilitate coordination.

Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding Lifeline projects.

Project Delivery: All projects funded under the county programs will be subject to MTC obligation deadlines and project delivery requirements. All projects will be subject to a "use it or lose it" policy.

Policy Board Adoption: Projects recommended for funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator. The appropriate governing board shall resolve that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation deadlines.

Project Oversight: Lifeline Program Administrators will be responsible for oversight of projects funded under the county programs and ensuring projects meet MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure, at a minimum, that projects substantially carry out the scope described in the grant applications. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals. All changes to JARC-funded projects must be reported to MTC and reconciled with FTA.

Lifeline Program Administrators are responsible for programmatic and fiscal oversight of new Lifeline projects. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g. number of trips, service hours, workshops held, car loans provided, etc.), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital-related projects, project sponsors are responsible to establish milestones and report on the status of project delivery. All reports containing performance measures will be forwarded to MTC for review and overall monitoring of the Lifeline Transportation Program.

Timeline Summary

Action	Due Date
Issue Lifeline Call for Projects	Late July 2008
Small Urbanized Area JARC projects due to MTC	September 2008
All other Lifeline projects due to MTC	November 30, 2008
Proposition 1B transit projects due to Caltrans	November 2008 (estimated)
Commission approval of Tier I Lifeline Program of Projects	January 2009
STA-funded projects: project sponsors begin to claim funds or enter into agreements	February 2009
Proposition 1B transit-funded projects: project sponsors receive funds from state	February 2009 (estimated)
MTC submits Federal Transit Administration (FTA) grant with JARC projects	Spring 2009
JARC-funded projects: project sponsors begin to enter into agreements	Summer 2009 (following FTA grant approval)
Submittal or revision of Lifeline Program of Projects (Tier II)	September 30, 2009
Commission approval of Tier II Lifeline Program of Projects	December 2009

**Table A – Lifeline Transportation Program
Second Cycle Funding
FY 2009 – FY 2011**

FUND SOURCE	CYCLE II: FY 09 – FY 11							Estimated Future Commitment (FY 12-FY 18)
	Tier I Program				Tier II Program	3-YEAR TOTAL		
	Year 1 Actual	Year 2 Estimated		Subtotal Tier I	Year 3 Estimated			
STA ³	\$ 13,306,413	May Revise ³ \$ 8,992,542	Restoration ³ \$ 8,429,189	\$ 30,728,144	\$ 13,262,271	\$ 43,990,415	\$ 115,287,585	
Prop. 1B ⁴	\$ 6,329,987	\$10,857,201		\$ 17,187,188	\$ 10,316,852	\$ 27,504,040	\$ 72,217,961	
JARC ⁵	\$ 289,809	\$2,885,368		\$ 3,175,177	\$ -	\$ 3,175,177	\$ -	
TOTAL	\$ 19,926,209	\$ 22,735,112	\$ 8,429,189	\$ 51,090,509	\$ 23,579,123	\$ 74,669,632	\$ 187,505,545	

Notes:

¹ The Tier I Program is due to MTC on November 30, 2008. Year 2 amounts will be known in Sept. 2008.

² The Tier II Program is due to MTC on September 30, 2009. Year 3 amounts will be known in Sept. 2009.

³ STA commitments are per MTC Resolution 3837 (including funding from the STA Consolidated Policy, Proposition 1B Swap, and Spillover). Amounts depend on State budget. Year 2 estimate reflects expected funding at the FY 09 May Revise level and additional funds if the budget were restored to the FY 09 January Proposal level ("Restoration"). Year 3 estimate is projected from FY 09 January Proposal level (including funding from the STA Consolidated Policy and no Spillover).

⁴ Prop. 1B commitment is per MTC Resolution 3814.

⁵ JARC Year 1 is the difference between the original estimate and actual FY 2008 apportionment. Year 2 is estimated FY 09 large urbanized area (UA) apportionment and small UA targets provided by Caltrans.

**Table B - Estimated Funding Target by Fund Source per County
Second-Cycle Funding
FY 2009 – FY 2011**

COUNTY & POVERTY POPULATION ¹	Tier I Program				Tier II Program			Total
	STA ⁵	Prop 1B	JARC ⁴	Subtotal	STA	Prop 1B	Subtotal	
Alameda - Available 27.40%	\$ 8,030,213	\$ -	\$ 786,582	\$ 8,816,794	\$ 3,222,862	\$ 2,826,817	\$ 6,049,680	\$ 14,866,474
Alameda - Advanced ⁵	\$ -	\$ 5,098,588	\$ -	\$ 5,098,588	\$ -	\$ -	\$ -	\$ 5,098,588
Colusa ⁶ 2.30%	\$ 3,908,046	\$ 2,081,270	\$ 338,843	\$ 6,328,159	\$ 1,450,284	\$ 1,289,606	\$ 2,739,890	\$ 9,108,150
Marin 2.70%	\$ 844,138	\$ 449,576	\$ 77,510	\$ 1,371,224	\$ 317,581	\$ 278,555	\$ 596,136	\$ 1,967,360
Napa 11.70%	\$ 551,494	\$ 283,066	\$ 84,494	\$ 919,055	\$ 199,059	\$ 175,386	\$ 374,445	\$ 1,274,400
San Francisco 15.10%	\$ 4,720,920	\$ 2,514,296	\$ 433,483	\$ 7,668,698	\$ 1,776,103	\$ 1,557,845	\$ 3,333,948	\$ 11,002,646
San Mateo 7.50%	\$ 2,219,770	\$ 1,132,218	\$ 205,825	\$ 3,605,813	\$ 835,121	\$ 732,496	\$ 1,567,618	\$ 5,173,429
Santa Clara 21.70%	\$ 6,784,368	\$ 3,613,259	\$ 632,276	\$ 11,029,903	\$ 2,552,413	\$ 2,238,757	\$ 4,791,170	\$ 15,821,073
Solano 5.50%	\$ 1,749,540	\$ 915,305	\$ 246,834	\$ 3,052,179	\$ 646,925	\$ 567,427	\$ 1,214,352	\$ 4,266,529
Sonoma 6.30%	\$ 1,969,655	\$ 1,049,011	\$ 181,331	\$ 3,199,997	\$ 741,023	\$ 649,962	\$ 1,390,985	\$ 4,590,982
Means-Based Fare Pilot	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ 1,500,000
TOTAL 100.00%	\$ 30,728,144	\$ 17,187,188	\$ 3,175,177	\$ 51,090,509	\$ 13,262,271	\$ 10,316,852	\$ 23,579,123	\$ 74,669,632

156

Notes:

Estimates intended for planning purposes only. Actual allotment of funds may differ than those indicated above.

¹ Poverty percentages by county are based on federal poverty levels reported in 2000 US Census.

² The Tier I Program is due to MTC on November 30, 2008.

³ The Tier II Program is due to MTC on September 30, 2009.

⁴ JARC estimates include small urbanized area funds administered by Caltrans. The small urbanized areas in the region include Livermore, Gilroy, Petaluma, Fairfield, Vacaville, Vallejo and Napa. These funds are subject to Caltrans requirements.

⁵ The Alameda County – Advanced total reflects \$5.1 million in Prop. 1B programmed in advance under MTC Resolution 3834. Alameda County's share of Tier I Prop. 1B funds was \$4.7 million. The difference of \$389,299 is repaid from Alameda County's share of Tier I STA, which is distributed proportionately to the remaining counties.

⁶ Reserved by MTC for a means-based fare assistance pilot program. Scope of the program to be developed.

ATTACHMENT 1
Lifeline Transportation Program
Second-Cycle Funding, FY 2009 – FY 2011
Funding Source Information

157

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access Reverse Commute (JARC)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination.	To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment.	To improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals.
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TDA2007Work.pdf	www.mtc.ca.gov/funding/infrastructure/PTMIS_EA_12-05-07.PDF	www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf
Use of Funds	For public transportation purposes including community transit services.	For public transportation purposes.	For transportation services that meet the transportation needs of low-income persons.
Eligible Recipients	<ul style="list-style-type: none"> ▪ Transit operators ▪ Cities and Counties if eligible to claim TDA ▪ MTC for regional coordination ▪ Other entities, under an agreement with an eligible recipient 	Transit operators or local agencies that are eligible to receive STA funds, as listed by State Controller's Office	<ul style="list-style-type: none"> ▪ Operators of public transportation services, including private operators of public transportation services ▪ Private non-profit organizations ▪ State or local governmental authority
Eligible Projects	<p>Transit Capital and Operations, including:</p> <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (i.e. GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities. 	<p>Transit Capital (including a minimum operable segment of a project) for:</p> <ul style="list-style-type: none"> ▪ Rehab, safety, or modernization improvements ▪ Capital service enhancements or expansions ▪ New capital projects ▪ Bus rapid transit improvements ▪ Rolling stock procurement, rehab, or replacements <p>Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.</p>	<p>Capital or Operating projects including:</p> <ul style="list-style-type: none"> ▪ Services (e.g. late-night & weekend, shuttles) ▪ Ridesharing and carpooling ▪ Transit-related aspects of bicycling ▪ Local car loan programs ▪ Marketing ▪ Administration and expenses for voucher programs ▪ ITS, AVL, etc. for improving scheduling and dispatch ▪ Mobility management <p>Projects must be derived from the regionally-adopted Coordinated Public Transit-Human Services Transportation Plan.</p>

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access Reverse Commute (JARC)
Lifeline Program Local Match	20%	20%	<ul style="list-style-type: none"> ▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) ▪ 50% for auto projects ▪ 20% for capital projects
Estimated timing for availability of funds to project sponsor	<ul style="list-style-type: none"> ▪ Transit operators and eligible cities and counties can initiate claims immediately following MTC approval of program of projects for current fiscal year funds. ▪ For “Other entities”, the eligible recipient acting as fiscal agent will initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement. 	Project sponsors must submit a Proposition 1B application to MTC for submittal to Caltrans. The estimated due date is November 2008 (or February 2009) (Tier I) and November 2009 (or February 2010) (Tier II). Disbursement is estimated to occur within 3 months of receipt of the application.	Following MTC approval of program of projects, there will be a 6-12 month process of securing the grant from FTA (adjusting funding depending on actual Congressional appropriation, entering projects in the TIP, applying for the FTA grant, FTA review and approval) and MTC entering into funding agreements with the project sponsors. Funds will be available on a reimbursement basis after execution of the agreement.
Accountability & Reporting Requirement	<ul style="list-style-type: none"> ▪ Transit operators and eligible cities and counties must submit annual ridership statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim ▪ “Other entities” must submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. 	<ul style="list-style-type: none"> ▪ Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website. 	<ul style="list-style-type: none"> ▪ All project sponsors will submit quarterly performance reports with invoices for reimbursement to MTC. Prior to submittal to MTC, reports will be submitted to Lifeline Program Administrators for review.

158

Note: Information on this chart is accurate as of May 2008. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).



DATE: August 18, 2008
TO: STA TAC
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2007-08 Year-End Report

Background:

The 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 2007-08 Work Program for the SNCI Program in July 2007 (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. Bike to Work Campaign
8. General Marketing
9. Partnerships

Discussion:

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 3,400 individuals who called in requesting rideshare, transit, and other information. Over 750 carpool/vanpool matchlists were processed; 538 were for newly interested commuters and 218 were updates.

Thousands of materials were distributed in response to phone calls, through numerous displays, at events, and through other means. Nearly 27,000 pieces of public transit schedules were distributed along with 8,503 SNCI Commuter Guides, 4,831 BikeLink maps and 5,904 SolanoExpress brochures.

Beginning January 2008, individuals could directly access the 511 Regional Ridematching Database through a "skinned" site on the SNCI webpage. This enabled them to obtain an immediate matchlist from a site that looks like it is a

part of the SNCI site. This improvement reduced the wait time between requesting a matchlist and receiving one.

2. **Employer Program**

Employers throughout Solano and Napa Counties have received a range of employer services. Presentations detailing the benefits of alternative commute programs have been made to 22 employers, and 14 employer events have been staffed. Near the end of the contract year, interest in surveys and density maps increased. In June, two (2) surveys were conducted (Kaiser Medical Center in Napa and Northbay Healthcare in Fairfield/Vacaville) and four (4) density maps were prepared for the County of Napa (3) and Calistoga Ranch (1). SNCI provided transportation alternatives to State Compensation Insurance Fund (SCIF) employees at a relocation event.

The SNCI Program provides employers commute alternative information. These employers act as key channels to reach local employees. The Solano Commute Challenge was launched in July 2007. This employer outreach strategy incorporated strengthening partnerships with business organizations such as Chambers of Commerce and others. Based on the initial success, the Solano Commute Challenge has become part of the SNCI Awareness Campaign.

3. **Vanpool Program**

The SNCI vanpool program continues to provide quality customer service and support to new and existing vanpools. Sixteen new vanpools traveling through, to, or from Napa and Solano counties were formed by staff last year. Staff also performed 282 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.

4. **Incentives**

SNCI offers three ongoing commuter incentives: Vanpool Back-up Driver Incentive, Vanpool Formation Incentive, and a Bicycle Incentive. Seven (7) new vanpools received a start-up incentive and 25 individuals received the back-up drive incentive during the past year for a total of \$4,905 distributed. Both vanpool incentives are ongoing and continue to support new and existing vanpools. Twelve (12) individuals applied for and received the Bicycle Incentive.

5. **Emergency Ride Home**

The Solano County Emergency Ride Home (ERH) Program, implemented in early 2006, has 44 employers registered. There were 7 new employer additions in FY 2007-08. During the year, there were 6 requests to use the Solano County ERH program. The Napa County ERH Program was launched in late spring 2007. There are 17 employers registered. Twelve (12) new employers were added in FY 2007-08. During the year, one (1) request was made to use the Napa County ERH program.

6. **SNCI Awareness Campaign – The Solano Commute Challenge**

The Solano Commute Challenge was a pilot campaign during FY 2007-08. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. Prize awards and raffle opportunities were provided to participants who met the goal of using a commute alternative at least 30 times during a four month period. Information about the Solano Commute Challenge was sent to targeted Solano County employers who had at least 100 employees and it was also posted on the STA's website.

Twenty-seven (27) major employers totaling 296 employees participated countywide. Genentech in Vacaville earned the title of "Most Outstanding Workplace" by having the most employees participate. 134 participants earned the title "Commute Champion" by using transit, carpool, vanpool, bike, or walking to work at least 30 times from July to October and received a \$50 Commute Buck reward. An additional 36 were dubbed "Commute Contenders" for attempting to meet the goal and earned \$25 Commute Buck rewards.

7. **Bike to Work Campaign**

Bike to Work Week, May 12-16, 2008, was designed to encourage drive-alone commuters to try bicycling to work. Approximately 1,160 individuals from Solano and Napa counties participated this year. The campaign included employer and general public outreach; newspaper and radio advertising; locally donated prizes; 15 strategically placed energizer stations; and two "contests" with winners from each county - the Bike Commuter of the Year and the Team Bike Challenge. This year SNCI coordinated with the Safe Routes to School program to bring information about bicycle safety to schools.

8. **General Marketing**

Staff maintained 123 display racks throughout Solano and Napa Counties with SNCI literature and regional transit information – this included 5 new display racks added in the first half of FY 2007-08. A total of 62 events were staffed throughout Napa and Solano Counties: 14 employer events and 48 community events. SNCI also promoted services through various local printed publications.

As part of a general awareness campaign, SNCI conducted a Coffee sleeve promotion. Coffee sleeves bearing the SNCI logo and message to "Improve Your Commute" were distributed at select coffee shops during October and November.

9. **Partnerships**

SNCI, partnering with the Safe Routes to School (SR2S) program, held eight (8) bike safety related events at four (4) schools between May 14, and June 13, 2008. The participating schools were: Anderson Elementary in Dixon, Foxboro Elementary and Cambridge Elementary in Vacaville (Travis USD), and Dan O. Root Elementary in Suisun City. These events included both educational and encouragement elements in the form of Bike Rodeos and Walk and Roll Competitions.

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 SNCI program also helped support two Community-Based Transportation Plans conducted in Cordelia/Fairfield/Suisun City and Vallejo this year.

Recommendation:

Informational.

Attachment:

A. SNCI Work Program FY 2007-08



**Solano Napa Commuter Information (SNCI)
Work Program
FY 2007-08**

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 carpool, vanpool, bicycle, transit, and employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
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 local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans; Children's Network and other efforts.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: August 18, 2008
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
John Harris, Project Manager
RE: Transit Consolidation Study Update

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 for evaluation. This topic was discussed by STA Board members at the 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 that 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. After funding was secured, 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 involving interviews with transit operator staff, other city staff, public officials, and others. Interviews began with STA Board members and Board alternates in March 2007 and with local staff and funding partners in April and continued into May and June. To gain a broad perspective of issues and concerns, nearly sixty (60) interviews were conducted. Outreach to transit users was added. The consulting team held a focus group meeting with the STA's Paratransit Coordinating Council (PCC) members in May 2007. In addition, two focus group sessions with transit users were held in June 2007 in Vacaville and Vallejo.

In May 2007, the consultants presented to the STA Board a summary of their findings from the interviews. The summary represented a set of commonalities, key issues and potential challenges. Board feedback included extending the schedule for the study, completing the interviews, collecting user input, and analyzing the issues associated with preliminary consolidation alternatives prior to the return to the Board.

A preliminary analysis of alternatives was presented to the Technical Advisory Committee (TAC) and Consortium in June 2007. It included five (5) potential transit consolidation alternatives. During discussion at the TAC meeting, a sixth (6th) alternative

was requested. This alternative suggested consideration of consolidating all intercity fixed-route service and local and intercity American for Disabilities (ADA) paratransit service.

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 with individual Board members and City Managers and the County Administrator.

The Transit Consolidation Steering Committee first met October 2007 and provided guidance to Phase II. Phase II is a detailed assessment of the existing transit operators including an analysis of not only their operations but also their financial accounting methodology and forecasting. In addition, several potential consolidation options were to be further analyzed. One of the first consolidation options to be evaluated was a Benicia/Vallejo consolidation.

Discussion:

Separate from the Transit Consolidation Study, DKS Associates and the consultant team recently completed an in-depth assessment of the Benicia Breeze transit system. Although the Benicia study was primarily conducted for other purposes, this effort assisted with the transit consolidation study. This was followed by a somewhat similar in-depth analysis of Vallejo Transit. This Vallejo Transit Financial and Service Assessment Study will provide an independent report to the STA Board on the projected financial shortfall of Vallejo Transit service and how this is likely to affect service delivery. This assessment was planned to be conducted on a short timeframe. Work began in July with a summary and recommendations to be delivered by September 2008. A further update of this effort will be provided to the TAC and Consortium at their August 2008 meeting.

The next Transit Consolidation Steering Committee meeting is tentatively scheduled for Wednesday, September 24th at 11am to be held at the Suisun City Council Chambers. At this meeting, several elements of Phase II of the Transit Consolidation study will be presented for discussion as well as items requested at the last Transit Consolidation Working Committee. Draft agenda items proposed include:

- * Description of STA's, County's and Cities' current role in transit;
- * A thorough description of the structure of key funding sources for transit in Solano County;
- * Status quo on Phase 2/Task 1 (current operations analysis);
- * Status quo report on Option 1 (Benicia/Vallejo consolidation efforts and/or progress);
- * Defining components of Option 5 (functional consolidation)

Fiscal Impact:

Not applicable

Recommendation:

Informational.



DATE: August 18, 2008
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: State Route (SR) 113 Major Investment and Corridor Study Update

Background:

In 2006, the Solano Transportation Authority (STA), in partnership with the Metropolitan Transportation Commission (MTC), submitted an application for a Partnership Planning Grant from Caltrans. The purpose of the grant is to develop a Major Investment and Corridor Study for State Route (SR) 113 in Solano County. On May 19, 2006, Caltrans approved the award of a \$250,000 Grant to MTC and STA to complete the project. A local match of 20% (\$62,500) was provided, split equally between STA, Solano County and the City of Dixon. This was one of only four statewide grants approved by Caltrans.

The purposes of the project, as identified in the grant award, are:

1. Form a multi-jurisdictional partnership with Caltrans, MTC, the Sacramento Area Council of Governments (SACOG), STA and other agencies
2. Identify and study SR 113 alignment alternatives
3. Identify funding options to improve SR 113 (including the investigation of a toll lane option)
4. Implement an extensive public outreach to those potentially affected by operational and safety improvements to SR 113
5. Deliver results based on an aggressive planning implementation schedule
6. Create Planning deliverables beneficial to Caltrans and other members of the SR 113 Corridor Partnership

Discussion:

STA staff is currently providing presentations regarding the findings presented in draft reports completed to date for the SR 113 Major Investment and Corridor Study. These findings include current and future traffic and land use conditions, toll lane analysis, roadway improvements and realignment options on the SR 113 Corridor. The STA is seeking public input on the findings at this time.

The following SR 113 public presentations have been completed or scheduled:

- | | |
|--|---|
| 1. Dixon Chambers Government Affairs Committee | August 1 st - 7:30 a.m. |
| 2. Yolo County Transit District | August 11 th , 7:00 p.m. |
| 3. Public Workshop- Dixon Transportation Advisory Commission | August 20 th - 7:00 p.m. |
| 4. Dixon City Council | August 26 th - 7:00 p.m. |
| 5. Solano County Board of Supervisors | August 26 th (day meeting- time TBD) |
| 6. Davis City Council | September 9 th - 6:00 p.m. |

Upon completion of the public presentations, the SR 113 Partnership will work to incorporate public input received to complete the study by fall of 2008.

Recommendation:

Informational.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: August 18, 2008
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, and has monitored their implementation on a regular basis. 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) Office of Traffic Safety (OTS) Grant

The OTS Grant Steering Committee meets on a quarterly basis. The third quarterly meeting of the OTS Steering Committee was held on June 25, 2008 in Rio Vista.

The OTS Grant is designed to achieve two goals:

- To reduce the number of fatal victims on Corridor 1 from 12 to 11 as compared to the number, 12, that occurred during the same months from January 1, 2006, through December 31, 2006. Since the start of the Grant period, there has been 1 fatal accident in the corridor. This accident was in San Joaquin county, and involved a big rig rear-ending a vehicle queue stopped at a raised bridge over the Mokelumne River.
- To reduce the number of injured victims on Corridor 1 by 5 percent, from 203 to 193 as compared to the number, 203, that occurred during the same months from January 1, 2006, through December 31, 2006. CHP-compiled statistics show no reported injury accidents in the corridor during the grant time period.

In addition, the CHP continues to report that speeding and other dangerous driving behaviors are seen less frequently due to the presence of enhanced enforcement funded by the OTS grant.

2) State Legislation

ACR 7, the Officer David Frank Lamoree Memorial Highway bill, was approved

and signed into law. The memorial sign has been fabricated and delivered to STA. A dedication ceremony for the memorial highway and sign will be held on September 4 in Rio Vista, followed by installation of the signs.

AB 112 (double fine zone criteria and designation) was also approved and signed by the Governor with a public announcement held at the Western Railroad Museum on October 1st. The double fine legislation for SR 12 became effective on January 1, 2008.

There are no pending SR 12 related legislative measures.

3) *Education*

Publication of Volume 3 has been delayed until after the Officer David Frank Lamoree memorial Highway dedication.

4) *Engineering*

Caltrans continues to state that they will be able to finish the permitting and right-of-way tasks needed to allow installation of curve correction and shoulder improvements between Lambie Road and Currie Road in 2008. Caltrans has identified approximately 20 properties that may require some right-of-way acquisition. Acquisition of right-of-way for one property has gone to condemnation. It is not yet known how this will impact the project schedule.

The Metropolitan Transportation Commission (MTC) has submitted a Partnership Planning Grant application for SR 12, with STA and the San Joaquin Council of Governments (SJCOG) as the sub-recipients. It is expected a decision will be made in the late summer 2008.

The next meeting of the STA's SR 12 Steering Committee is scheduled for September 4, 2008, to coincide with the Officer David Frank Lamoree Memorial Highway dedication. The SR 12 Corridor Advisory Committee, involving representatives from Sacramento and San Joaquin counties, has not met. Representatives from those counties have been invited to the September 4th SR 12 Steering Committee meeting.

On July 8, 2008 the Executive Steering Committee for the Jameson Canyon Project approved scope of the Phase 1 project that is being designed by STA. The Phase 1 project will minimize detrimental impacts to the natural resources in the corridor and avoid costly utility relocations. The utility relocation strategy is to relocate when needed within the right of way but outside of the roadway prism. Utility pot holing activities in the corridor are ongoing and scheduled to be completed within the next 2 months. The proposed design will meet conventional highway standards to the extent possible. The Phase 1 project will provide for additional two lanes of traffic including 8 foot outside shoulders, median barrier, median barrier opening in Solano County, wildlife crossing and a Class II bike facility in both the eastbound and westbound directions.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: August 19, 2008
 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 were 4 project delivery reminders for the TAC this month:

1. Change in FY 2008-09 STP/CMAQ Federal Funding Obligation Request and Receive Deadlines:

MTC plans to adopt new federal funding obligation request deadlines, changing them from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1st to May 1st. With leftover OA becoming available sooner, MTC wants bay area projects ready to obligate.

Project managers will need to revise their project schedules to meet these new deadlines. The STA PDWG will discuss if their projects will be able to meet either the February 1, 2009 deadline to request an E76 or the April 30, 2009 deadline to receive an E76.

**Projects to be included in FY STP/CMAQ 2008-09 Federal Obligation Plan
 Submit E76 Request by February/March 1, 2009; receive E76 by April 30, 2009
 \$7.86M in Federal funding**

Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL070045	State Park Road Bridge	\$1.67 M for CON Currently in ENV phase.
Dixon	SOL070046	SR-113 Pedestrian Improvements	\$90,000 for CON. Currently in ENV/PE.
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Currently in concept/ENV.
Fairfield/ Solano County	SOL070012	"Cordelia Hill Sky Valley Enhancement Project" (McGary Road)	\$640,000 for CON <u>Full funding required for TIP amendment.</u> Currently in ENV/PE phase.

Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON Phase II obligated.
Vacaville	SOL070028	Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON to be listed in the 2009 TIP.
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$150,000 for CON. Currently in ENV/PE.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Currently in PS&E.
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$580,000 for CON. Currently in ENV.

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.

More information can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Currently listed Inactive Projects			
Review Period: 04/01/08 – 06/30/08			
Invoice Submission Due to LPA: 08/14/08			
Justification Due to DLAE: 08/26/08			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771.00	To be deobligated at the request of Vallejo. Project is complete.
Fairfield	Hilborn Rd. From Waterman Blvd. To Martin Rd. , Road Rehabilitation	\$220,375	Listed inactive during review period. Invoiced 07/3/08.
Projects that will become inactive by September 2008			
Dixon	Parkway Blvd And UPRR Crossing, Grade Separation	\$54,869.41	Last billed, 08/22/06
Fairfield	Pittman Rd.And Suisun Valley Rd., Ac Overlay	\$426,000.00	Final invoice submitted to Caltrans.
Projects that will become inactive by December 2008			
Vallejo	Georgia St. From Santa Clara To Mare Island , Street Extension And Streetscape	\$79,065	Authorized 05/30/02. Last Billed, 12/19/06.
Fairfield	Travis Blvd. From Oliver Rd. To N. Texas St. , Signal Upgrade, Traffic Sign Install	\$170,537	Authorized 06/26/05. Last Billed, 10/06/06.

Projects that will become inactive by March 2009			
Vacaville	Monte Vista Ave at Ulatis Cr, Bridge Widening	\$1,633,258	Invoice sent 03/24/2008. Award CON by 4/22/2008.

Right of Way “Certification 3” Must Be Approved by FHWA

Caltrans no longer has the authority to approve projects for advertising using a Right-of-way Certification 3. FHWA must approve a project sponsor’s ROW Certification 3 before a project sponsor can advertise their project. Project sponsors should allow at least **10 additional days** for this certification from FHWA to occur.

4. Disadvantaged Business Enterprise (DBE) Transition from Race-Neutral to Race-Conscious

After working things out with FHWA, Caltrans is awaiting US Department of Transportation approval of Caltrans' program goal and use of UDBEs (Under-utilized Disadvantaged Business Enterprises) in calculating agency Annual Anticipated DBE Participation Levels (AADPLs).

Once approved, Caltrans will likely announce the conversion, and:

- a. There will be a 90-day transition period following the announcement of a return to Race-Conscious.
- b. Contracts with full approval of their E-76s during this transition time, may remain Race-Neutral. All contracts that haven't achieved this milestone must establish contract goals and have Race-Conscious specifications.
- c. After the transition period, agencies will continue with their previously established AADPLs for FY 2007-08. Agencies will determine their goals on individual contracts, for the remainder of this Federal Fiscal year ending September 30, 2008.

Next year's (FFY 2008-09) AADPL calculation, due June 1st, will probably be Race-Conscious and may involve slightly different calculations of "UDBEs", rather than just DBEs. Caltrans and the STA will work with local agencies on the June 1st Deadline ("don't worry about getting it in by June 1st"). Caltrans also recommends against working on the FFY 08-09 AADPL calculation (form 9-B) until Caltrans converts to Race-Conscious and creates new guidelines and forms.

Fiscal Impact:

None.

Recommendation:

Informational.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: August 18, 2008
 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
Non-Urbanized Area Intercity Bus Program (FTA 5311)	Dan Mundy, Caltrans (916) 657-4587	August 29, 2008
Job Access and Reverse Commute (JARC) Program (FTA 5316)	Bill Walker, Caltrans (916) 654-8222	August 29, 2008
New Freedom Program (FTA 5317)	Bill Walker, Caltrans (916) 654-8222	August 29, 2008
Bay Area Air Quality Management District (BAAQMD) Lower-Emission School Bus Program*	Geraldina Grunbaum, BAAQMD (415) 749-4956	September 30, 2008
Bicycles Belong Coalition*	Elizabeth Train, Bikes Belong Coalition (303) 449-4893 x3	November 24, 2008

* New funding opportunity



FUNDING OPPORTUNITY
Non-Urbanized Area Intercity Bus Program
(FTA 5311(f))
Applications Due August 29, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Non-Urbanized Area Intercity Bus Program (FTA 5311(f)) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors: Public agencies, private for profit organizations, private non-profit organizations, and tribal governments
- Program Description: The federal grant program provides funding for public transit in non-urbanized areas with a population fewer than 50,000 as designated by the Bureau of the Census.
- Funding Available: Approximately \$2.9 million
- Eligible Projects: Operating, capital, and/or planning projects
Examples:
- **Operating:** costs/expenses, marketing activities
 - **Capital:** accessible vans and buses, infrastructure (shelters, benches, signage, technology (i.e. transit related ITS systems such as smart cards); equipment (communication, computer hardware and software); feasibility/planning studies
- Further Details: <http://www.dot.ca.gov/hq/MassTrans/5311.html>
- Program Contact Person: Dan Mundy, Branch Chief (Caltrans),
(916) 657-4587
Dan_Mundy@dot.ca.gov
- STA Contact Person: Liz Niedziela, STA Transit Program Manager/Analyst,
(707) 424-6075
eniedziela@sta-snci.com
-

FUNDING OPPORTUNITY
Job Access and Reverse Commute (JARC) Program
FY 2007-09 (FTA 5316)
Applications Due August 29, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Job Access and Reverse Commute (JARC) Program (FTA 5316) 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 transit operators.

Program Description: The Job Access and Reverse Commute (JARC) Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities.

Funding Available: \$5.6 million for small-urbanized projects;
\$2.7 million for rural projects

The maximum grant amount per project is \$200,000. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none">• Late night/weekend service• Guaranteed ride home service• Shuttle service• Expanded fixed-route public transit routes• Demand-responsive service• Ridesharing/carpooling activities• Voucher programs	<ul style="list-style-type: none">• Intelligent Transportation Systems (ITS)• Promotion of operating activities• Vehicles• Mobility management activities

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5316.html>

Program Contact Person: Bill Walker, Federal Transit Grants Program Representative (Caltrans), (916) 654-9986
bill_walker_jr@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Program Manager/Analyst, (707) 424-6075
eniedziela@sta-snci.com



FUNDING OPPORTUNITY
New Freedom Program FY 2007-09
(FTA 5317)
Applications Due August 29, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the New Freedom Program (FTA 5317) 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 transit operators.

Program Description: The New Freedom Program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the Americans with Disabilities Act of 1990.

Funding Available: \$3.2 million for small-urbanized projects;
\$1.3 million for rural projects

The maximum grant amount per project \$125,000. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<p><u>Operating:</u></p> <ul style="list-style-type: none">• Expansion of hours for paratransit service• Enhancement of services• Voucher programs• Volunteer driver programs	<p><u>Capital:</u></p> <ul style="list-style-type: none">• Acquisition of accessibility equipment beyond ADA requirements• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs• Mobility management activities
--	--

Examples:

- AC Transit: Paratransit Inventory – \$144,000
- City of Benicia: Taxi Scrip Program Extension – \$15,000
- Contra Costa County Transportation Authority: Comprehensive Mobility Options Inventory – \$35,000

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

Program Contact Person: Bill Walker, Federal Transit Grants Program Representative (Caltrans), (916) 654-9986
bill_walker_jr@dot.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Program Manager/Analyst, (707) 424-6075
eniedziela@sta-shr.com



FUNDING OPPORTUNITY

BAAQMD Lower-Emission School Bus Program

Applications Due September 30, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the BAAQMD Lower-Emission School Bus 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: Public agencies, private for profit organizations, private non-profit organizations

Program Description: The Lower-Emission School Bus Program (LESBP) is a partnership between the California Air Resources Board (ARB) and local air districts, and is administered locally by the Bay Area Air Quality Management District (Air District). The goals of the LESBP are to reduce the exposure of school children to harmful emissions of particulate matter (PM) and reduce emissions of oxides of nitrogen (NOx) and non-methane hydrocarbons (NMHC), which contribute to summertime smog.

Funding Available: Approximately \$11.6 million is available for 2008 grant cycle

Eligible Projects: This grant program provides funding to:

- replace pre-1987 school buses with clean school buses, and
- retrofit 1987 and newer in-use diesel school buses with emission control devices

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/school_bus/index.htm

Program Contact Person: Geraldina Grunbaum, Environmental Planner (BAAQMD), (415) 749-4956, ggrunbaum@baaqmd.gov

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214, swoo@sta-snci.com



FUNDING OPPORTUNITY

Bikes Belong Coalition Grants Program

Applications Due November 24, 2008

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Bikes Belong Coalition Grants 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:** Public agencies, private for profit organizations, private non-profit organizations
- Program Description:** The grant program provides funding for organizations and agencies within the United States that are committed to putting more people on bicycles more often.
- Funding Available:** Approximately \$180,000 per year
- Eligible Projects:** Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Examples:

- **Facilities:**
 - Marin County Bicycle Coalition (1999-2001) – North-South Greenway, Phase I,II,& III Bike Path
 - San Francisco Bicycle Coalition (2001) - \$10,000 to develop San Francisco bicycle network
 - City of Modesto (2003) – \$5,000 to fund 4.2 mile bike path linking schools, businesses and neighborhoods to downtown area
- **Advocacy:**
 - Bay Area Bicycle Coalition (2007) – \$5,000 to help efforts with securing and increasing funding for bicycle projects through the Metropolitan Transportation Commissions (MTC) Regional Transportation Plan (RTP)

Further Details: <http://www.bikesbelong.org/node/41> (Application)
<http://www.bikesbelong.org/node/42> (Grant Seeker’s Guide)

Program Contact Person: Elizabeth Train, Grants and Research Director (Bikes Belong), (303) 449-4893 x3
elizabeth@bikesbelong.org

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214 181
swoo@sta-snci.com



Solano Transportation Authority
Board Meeting Highlights
July 9, 2008
6:00 p.m.

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the July 9, 2008 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of July 9, 2008. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Eddie Woodruff (Chair)	City of Rio Vista
Jim Spring (Vice Chair)	County of Solano
Elizabeth Patterson	City of Benicia
Mary Ann Courville	City of Dixon
Harry Price	City of Fairfield
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

CLOSED SESSION

Closed session to discuss Executive Director Performance Review. Chuck Lamoree, Legal Counsel, indicated that the annual evaluation process for the Executive Director has been completed. He stated that a request to approve the contract amendment, as specified in the staff report, will be discussed under Proposed Compensation Changes for Executive Director.

ACTION – FINANCIAL ITEMS

A. Proposed Compensation Changes for Executive Director

Recommendation:

Approve compensation changes as specified in Attachment A, Amendment No. 9 to Executive Director's Employment Agreement.

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

B. Fiscal Year (FY) 2008-09 Budget Revisions and Proposed Budget FY 2009-10 Recommendation:

Approve the following:

1. Adopt FY 2008-09 Budget Revision as shown in Attachment A;
2. Adopt FY 2009-10 Proposed Budget as shown in Attachment B;
3. Approve the 3.0% COLA for STA staff for FY 2008-09 as included in the budget; and
4. Approve the following modifications to STA Job Classifications:
 - a. Modifying Job Classification and Salary Range of Director of Projects to Deputy Director/Director of Projects;
 - b. Modification of Salary Range for Director of Transit and Rideshare Services;
 - c. Establishment of a Project Manager Position; and
 - d. Establishment of a Part-time Marketing Assistant Position.

On a motion by Board Member Augustine, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation.

C. Authorization to Initiate Feasibility Study for Regional Transportation Impact Fee

Recommendation:

Approve the following:

1. Authorize the Executive Director to initiate a feasibility study to examine potential options and benefits regarding the initiation of a regional traffic impact fee;
2. Authorize the Executive Director to issue a Request for Qualifications to conduct a feasibility study;
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$75,000; and
4. Authorize the STA Chair to form an advisory committee comprised of members of Arterials, Highways and Freeways Committee, the SR 12 Steering Committee, and the SR 113 Steering Committee.

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

D. Solano Paratransit Funding and Services Agreement and Solano Paratransit Assessment Study

Recommendation:

Authorize the Executive Director to:

1. Extend the agreement for FY 2008-09 with the City of Fairfield to operate Solano Paratransit;
2. Allocate \$192,000 of FY 2008-09 STAF funds for Solano Paratransit operating costs;
3. Apply the existing cost-sharing formula for FY 2008-09;
4. Direct staff to initiate a study to evaluate the existing Solano Paratransit service and to identify and evaluate alternate service delivery options to be completed by January 2009;

5. Allocate \$60,000 of STAF/Solano funds for the Solano Paratransit Assessment and Alternatives Feasibility Study; and
6. Release a Request for Proposals for the Solano Paratransit Assessment and Alternatives Feasibility Study and execute a contract with a consultant for the Solano Paratransit Assessment and Alternatives Feasibility Study for an amount not to exceed \$60,000.

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

Addendum

Right-of-Way Relocation Services for the North Connector Project

Recommendation:

Authorize the Executive Director to:

1. Issue a Request for Qualifications (RFQ) to retain a consultant firm to provide right-of-way relocation services for the North Connector Project; and
2. Enter into an agreement with the selected consultant firm for an amount not to exceed \$50,000.

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

ACTION – NON FINANCIAL ITEMS

A. Community Based Transportation Plans (CBTP) – Vallejo and Cordelia/Fairfield/Suisun City

Recommendation:

Approve the following:

1. Adopt the Vallejo Community Based Transportation Plan; and
2. Adopt the Cordelia/Fairfield/Suisun City Community Based Transportation Plan.

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

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

Recommendation:

Adopt the I-80 FPI Mitigation Strategies Report as specified in Attachment A including the amendments to add the I-80/I-505 Weave and the Cordelia Truck Scales projects.

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

C. Jepson Parkway Project – Implementation Plan

Recommendation:

Authorize the Executive Director to develop the Jepson Parkway Project Implementation Plan.

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

D. Legislative Update

Recommendation:

Approve the specified positions on the following items:

- AB 2546 (De La Torre), Air Toxics “Hot Spots” Information and Assessment Act of 1987; Railyards – Oppose

On a motion by Vice Chair Spring, and a second by Board Member Courville, the STA Board approved the oppose position on AB 2546 (De La Torre), Air Toxics “Hot Spots” Information and Assessment Act of 1987; Railyards.

- AB 2558 (Feuer), Climate change mitigation and adaptation fee - ~~Support~~ *with-Seek* amendments –

On a motion by Vice Chair Spring, and a second by Board Member Augustine, the STA Board approved the position on AB 2558 (Feuer), Climate change mitigation and adaptation fee as amended shown above in ~~strikethrough~~ *bold italics*.

- SB 303 (Ducheny), Local government; land use planning – Watch

On a motion by Vice Chair Spring, and a second by Board Member Price, the STA Board approved the watch position on SB 303 (Ducheny), Local government; and use planning.

- SB 1422 (Lowenthal), High Speed Rail Authority – Support

On a motion by Vice Chair Spring, and a second by Board Member Price, the STA Board approved the support position on SB 1422 (Lowenthal), High Speed Rail Authority.

- SB 1429 (Perata), Bay Area State-Owned Toll Bridges – Watch

On a motion by Vice Chair Spring, and a second by Board Member Price, the STA Board approved the watch position on SB 1429 (Perata), Bay Area State-Owned Toll Bridges.

E. Comprehensive Transportation Plan (CTP) Committee Meeting Report

Recommendation:

Approve the following:

1. Adopt the Purpose Statement and Goals for the Transit Element included as Attachment D; and
2. Adopt the Purpose Statement and Goals for the Arterials, Highways and Freeways Element included as Attachment E.

On a motion by Board Member Sanchez, and a second by Board Member Augustine, the STA Board unanimously approved the recommendation.

CONSENT CALENDAR ITEMS

On a motion by Vice Chair Spering, and a second by Board Member Augustine, the STA Board approved Consent Calendar Items A thru L.

- A. STA Board Meeting Minutes of June 11, 2008**
Recommendation:
Approve STA Board Meeting Minutes of June 11 2008.
- B. Review TAC Draft Minutes for the Meeting of June 25, 2008**
Recommendation:
Receive and file.
- C. Pedestrian Advisory Committee (PAC) By-Laws**
Recommendation:
Approve amending the PAC by-laws from:
A quorum shall consist of the majority of the PAC members of the Cities, the County, member at large, and organizational members. (As presently in the by-laws)
To:
A quorum shall consist of the majority of the PAC members of the Cities, the County, and Members at Large. (As recommended by the BAC/PAC subcommittee)
- D. Solano Pedestrian Advisory Committee (PAC) Member Appointments**
Recommendation:
Appoint City of Benicia's Carol Day and City of Fairfield's Erica Gallegos to the Pedestrian Advisory Committee for a three-year term.
- E. Fiscal Year (FY) 2008-09 Indirect Cost Allocation Plan (ICAP) Application**
Recommendation:
Approve the ICAP Rate for FY 2008-09 and authorize the Executive Director to submit the ICAP application to Caltrans.
- F. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status – June 2008**
Recommendation:
Approve the June 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.
- G. Lifeline Program Call for Projects**
Recommendation:
Approve the following:
1. Authorize the Executive Director to issue a call for Lifeline Projects; and
2. Authorize the STA Chair to appoint two Lifeline Advisory Committee members who represent the child care community and the Paratransit Coordinating Council.

H. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2008-09 Work Program

Recommendation:

Approve the Solano Napa Commuter Information Work Program for FY 2008-09.

I. State Route (SR) 12 Jameson Canyon Bicycle and Pedestrian Corridor Plan - Bay Area Ridge Trail Grant Application

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into an agreement with the California Coastal Conservancy to accept the Bay Area Ridge Trail Grant;
2. Authorize the Executive Director to issue a Request for Proposals for the SR 12 Jameson Canyon Bicycle and Pedestrian Corridor Plan; and
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not to exceed \$55,000.

J. Federal 5310 Program

Recommendation:

Adopt Resolution No. 2008-06 authorizing the Executive Director to sign and certify that no non-profit corporations or associations are readily available in the service area to provide the propose service.

K. DKS Associates Contract Amendment for a Financial Assessment of Vallejo Transit

Recommendation:

Authorize the Executive Director to amend the consultant contract with DKS Associates in an amount not to exceed \$24,900 with a contract time extension until January 31, 2009 for the purpose of completing a Financial Assessment of Vallejo Transit.

L. Comprehensive Transportation Plan (CTP) Subsidiary Studies Scope of Work

Recommendation:

Approve the CTP Subsidiary Studies Scope of Work as shown in Attachments A, B, and C.

COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:

A. MTC Report:

None presented.

B. Caltrans Report:

None presented.

C. STA Report:

1. Chair Woodruff presented a Proclamation of Appreciation to Dale Pfeiffer for his 25 years of service in Public Works with the City of Vacaville.
2. Robert Macaulay presented the State Route (SR) 12 Safety Plan Update.
3. Daryl Halls presented the Status Update of Options to Address Vallejo Transit's Request for Assistance in Addressing Operations Shortfalls for the Baylink Ferry and Local Transit
4. Liz Niedziela presented the SolanoExpress Route 30 Service Change

INFORMATIONAL ITEMS – NO DISCUSSION

- A. SolanoExpress Route 30 Service Change**
- B. Regional Transportation Plan (RTP) T 2035 Priorities**
- C. I-80 Construction Public Outreach**
- D. Capitol Corridor – Quarterly Report**
- E. State Route (SR) 12 Status Update**
- F. Project Delivery Update**
- G. Solano County Pedestrian Priority Projects - Status**
- H. Solano County Bicycle Priority Projects - Status**
- I. Funding Opportunities**
- J. STA Board Meeting Schedule for 2008**

ADJOURNMENT

The STA Board meeting was adjourned at 8:35 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, September 10, 2008 6:00 p.m., Suisun City Hall Council Chambers.**

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: August 18, 2008
TO: STA TAC
FROM: Johanna Masiplat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2008

Background:

Attached are the STA Board and Advisory Committee meeting schedule for calendar year 2008 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2008



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2008**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
August 13 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
	3:00 p.m.	Alternative Modes Committee	STA Conference Room	Confirmed
Thurs., September 4	9:30 a.m.	SR 12 Steering Committee	Rio Vista City Hall	Confirmed
	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 10	4:00 p.m.	Arterials, Highways, & Freeways	STA Conference Room	Confirmed
	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs. September 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Thurs., September 19	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Wed., September 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 12	6:00 p.m.	STA's 11 th Annual Awards	TBD - Rio Vista	TBD
Thurs., November 14	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Thurs., November 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., November 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

SUMMARY:

STA Board: Meets 2nd Wednesday of Every Month
 Consortium/TAC: Meets Last Wednesday of Every Month
 BAC: Meets 1st Thursday of every Odd Month
 PAC: Meets 3rd Thursday of every Odd Month
 PCC: Meets 3rd Fridays of every Odd Month