



**SOLANO TRANSPORTATION AUTHORITY  
BOARD MEETING AGENDA**

**6:00 p.m., Regular Meeting**

**Wednesday, October 14, 2009  
Suisun City Hall Council Chambers  
701 Civic Center Drive  
Suisun City, CA 94585**

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

**Public Comment:** Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

**Speaker cards are helpful but not required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board.**

**Americans with Disabilities Act (ADA):** This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 424-6008 during regular business hours at least 24 hours prior to the time of the meeting.

**Staff Reports:** Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at [jmasiclat@sta-snci.com](mailto:jmasiclat@sta-snci.com). **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

**Agenda Times:** Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

ITEM	BOARD/STAFF PERSON
<b>I. CALL TO ORDER/PLEDGE OF ALLEGIANCE</b> (6:00 – 6:05 p.m.)	Chair Spering
<b>II. CONFIRM QUORUM/ STATEMENT OF CONFLICT</b> <i>An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.</i>	Chair Spering

**STA BOARD MEMBERS**

Jim Spering Chair County of Solano	Pete Sanchez Vice-Chair City of Suisun City	Elizabeth Patterson City of Benicia	Jack Batchelor, Jr. City of Dixon	Harry Price City of Fairfield	Jan Vick City of Rio Vista	Len Augustine City of Vacaville	Osby Davis City of Vallejo
--	--	--	--------------------------------------	----------------------------------	-------------------------------	------------------------------------	-------------------------------

**STA BOARD ALTERNATES**

Mike Reagan	Mike Hudson	Alan Schwartzman	Rick Fuller	Chuck Timm	Ron Jones	Curtis Hunt	Tom Bartee
-------------	-------------	------------------	-------------	------------	-----------	-------------	------------

**III. APPROVAL OF AGENDA**

(6:05 – 6:10 p.m.)

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

(6:10 – 6:15 p.m.)

**V. EXECUTIVE DIRECTOR'S REPORT**

(6:15 – 6:20 p.m.)

**Pg. 1**

Daryl K. Halls

**VI. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA**

(6:20 – 6:25 p.m.)

**A. MTC Report**

Commissioner Spering

**B. Caltrans Report**

**1. I-80 High Occupancy Vehicle (HOV) Opening**

Nicolas Endrawos

**C. STA Reports:**

**1. State Legislative Report**

Gus Khouri, Shaw/Yoder/Antwih

**2. STA's 12<sup>th</sup> Annual Awards Nominations**

Jayne Bauer

**3. Directors Reports:**

**a. Planning**

Robert Macaulay

**b. Projects**

Janet Adams

**c. Transit and Rideshare**

Elizabeth Richards

**VII. CONSENT CALENDAR**

Recommendation:

*Approve the following consent items in one motion.*

*(Note: Items under consent calendar may be removed for separate discussion.)*

(6:25 – 6:30 p.m.)

**A. STA Board Meeting Minutes of September 9, 2009**

Johanna Masiclat

Recommendation:

*Approve STA Board Meeting Minutes of September 9, 2009.*

**Pg. 5**

**B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of September 30, 2009**

Johanna Masiclat

Recommendation:

*Receive and file.*

**Pg. 15**

**C. Fiscal Year (FY) 2008-09 Fourth Quarter Budget Report**

Susan Furtado

Recommendation:

*Review and file.*

**Pg. 21**

- D. Request for Proposals (RFP) for Professional Auditing Service** Susan Furtado  
Recommendation:  
 Authorize the Executive Director to:
1. Release a Request for Proposal for Professional Auditing Service; and
  2. Award a contract for an amount not-to-exceed \$50,000 for three years with the option to renew the agreement for one 2-year extension or two 1-year extensions.
- Pg. 27**
- E. Response to Solano County Grand Jury Letter Regarding Solano Paratransit Report – Specifically Unmet Transit Needs Hearing and Paratransit Coordinating Council** Daryl Halls  
 Elizabeth Richards  
Recommendation:  
 Receive and file.  
**Pg. 29**
- F. Funding Agreement Amendments for Vacaville and East Fairfield Community Based Transportation Plans** Elizabeth Richards  
Recommendation:  
 Authorize the Executive Director to amend the terms of the CBTP Funding Agreements with MTC as follows:
1. Extend the term of the Vacaville CBTP to October 31, 2010; and
  2. Extend the term of the East Fairfield CBTP to June 30, 2011.
- Pg. 41**
- G. Jobs Access Reverse Commute (JARC) Application Scoring and Recommendation, and New Freedom Applications** Liz Niedziela  
Recommendation:  
 Approve the following:
1. Support Vallejo Transit’s Route 5 JARC application; and
  2. Authorize the Executive Director to submit a letter of support to MTC for this project.
- Pg. 43**
- H. Paratransit Coordinating Council (PCC) Appointment** Liz Niedziela  
Recommendation:  
 Appoint Kurt Wellner as a transit user representative to the PCC for a 3-year term.  
**Pg. 47**
- I. Solano Napa Commuter Information (SNCI)’s Vanpool Incentive Program** Judy Leaks  
Recommendation:  
 Authorize STA staff to implement the New Vanpool Driver Incentive and the Van Driver Recognition Reward programs.  
**Pg. 49**

**J. Federal Legislative Advocacy Services Contract**

Jayne Bauer

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a 25-month Contract Amendment #1 with Akin Gump Strauss Hauer & Feld LLP (Akin Gump) from December 1, 2009 through December 31, 2011 at a total cost not to exceed \$241,250;
2. The expenditure of an amount not to exceed \$52,500 to cover the STA's contribution for this 25-month contract; and
3. Authorize the Executive Director to enter into contract with the Cities of Dixon, Fairfield, Vacaville and Vallejo in a continued partnership to provide federal advocacy services in pursuit of federal funding for the STA's priority projects.

**Pg. 51**

**K. American Recovery and Reinvestment Act Update**

Kenny Wan

Recommendation:

Approve the reprogramming of bid savings from American Recovery & Reinvestment Act (ARRA) Local Street and Road funds as specified in Attachment C.

**Pg. 55**

**VIII. ACTION FINANCIAL ITEMS**

**A. Status of Routes 30 and 90 Operating Agreements**

Daryl K. Halls  
Elizabeth Richards

Recommendation:

Approve the following:

1. Table the City of Fairfield's Transportation Development Act (TDA) Fiscal Year 2009/10 Claim for TDA funds for Routes 30 and 90 from Other Jurisdictions;
2. Table the City of Fairfield's FY 2009-10 Regional Measure 2 (RM 2) Allocation Request for Route 90;
3. Direct Staff to Identify Alternatives Options for the Operation of Route 30 and 90; and
4. Return to the STA Board for Their Consideration

(6:30 – 6:45p.m.)

**Pg. 67**

**B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – October 2009**

Elizabeth Richards

Recommendation:

Approve the October 2009 TDA Matrix which includes the Cities of Fairfield and Rio Vista's FY 2009-10 TDA claim amounts.

(6:45 – 6:50 p.m.)

**Pg. 85**

**C. Lifeline/State Transit Assistance Funds (STAF) and Proposition 1B**

Liz Niedziela

Recommendation:

Approve the following:

1. Authorize the City of Dixon to claim an additional \$228,698 in STAF/Lifeline funds in FY 2009-10 to fund existing Weekday/Saturday service over a 3-year period; and
2. Authorize the City of Fairfield to receive \$6,529 in Proposition 1B/Lifeline funds for FY 2009-10 to fund bus shelter/stop improvements.

(6:50 – 6:55 p.m.)

**Pg. 89**

**IX. ACTION NON-FINANCIAL ITEMS**

**A. 2009 Solano County Congestion Management Program (CMP) Update**

Robert Macaulay

Recommendation:

Approve the 2009 Solano County Congestion Management Plan and transmit it to MTC.

(6:55 – 7:00 p.m.)

**Pg. 95**

**B. Comprehensive Transportation Plan (CTP) Update – Arterials, Highways and Freeways State of the System Report**

Robert Macaulay  
Robert Guerrero

Recommendation:

Approve the “State of the System – Arterials, Highways, and Freeways” Report included as Attachment A.

(7:00 – 7:10 p.m.)

**Pg. 99**

**C. STA’s Draft 2010 Legislative Priorities and Platform**

Jayne Bauer

Recommendation:

Authorize the Executive Director to distribute the Draft 2010 Legislative Priorities Platform for a 30-day review and comment period.

(7:10 – 7:20 p.m.)

**Pg. 101**

**D. Safe Routes to School (SR2S) Program Update and FY 2009-10 Work Plan**

Sam Shelton

Recommendation:

Approve the following:

1. STA’s Safe Routes to School Work Plan for FY 2009-10 as described in Attachment D; and
2. Authorize the Executive Director to enter into two year agreements not to exceed \$152,000 for a Safe Routes to School part time program coordinator and safety coordinator services and not to exceed \$154,800 for related education & encouragement vehicle & material costs.

(7:20 – 7:25 p.m.)

**Pg. 123**

## **X. INFORMATIONAL ITEMS**

- A. Preview of Senior and Disabled Transportation Summit II** Elizabeth Richards  
*Informational*  
(7:25 – 7:30 p.m.)  
**Pg. 131**
- B. STA Transportation Planning and Land Use Solutions** Robert Guerrero  
**(T-PLUS) Program/Transportation for Livable Communities**  
**(TLC) Program Summary**  
*Informational*  
(7:30 – 7:35 p.m.)  
**Pg. 135**
- C. 2010 State Transportation Improvement Program (STIP)** Sam Shelton  
**Update**  
*Informational*  
(7:35 – 7:40 p.m.)  
**Pg. 141**

### **NO DISCUSSION**

- D. Regional Transportation Impact Fee (RTIF) Update** Sam Shelton  
*Informational*  
**Pg. 147**
- E. Abandoned Vehicle Abatement (AVA) Program Annual** Susan Furtado  
**Report Fiscal Year (FY) 2008-09**  
*Informational*  
**Pg. 151**
- F. Unmet Transit Needs Process for Fiscal Year FY 2009-10** Liz Niedziela  
**and FY 2010-11**  
*Informational*  
**Pg. 153**
- G. State Route (SR) 12 Jameson Canyon Road Bicycle and** Sara Woo  
**Pedestrian Connections Plan Update**  
*Informational*  
**Pg. 155**
- H. Project Delivery Update** Kenny Wan  
*Informational*  
**Pg. 159**
- I. Funding Opportunities Summary** Sara Woo  
*Informational*  
**Pg. 163**

**J. STA Board Meeting Schedule for the Remainder of 2009**  
*Informational*  
**Pg. 179**

Johanna Masiclat

**XI. BOARD MEMBERS COMMENTS**

**XII. ADJOURNMENT**

Due to the STA's 12<sup>th</sup> Annual Awards Program, there will be no meeting in November. The next regular meeting of the STA Board is scheduled for **Wednesday, December 9, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**

**THIS PAGE INTENTIONALLY LEFT BLANK.**

## MEMORANDUM

DATE: October 7, 2009  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – October 2009

---

The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (\*) notes items included in this month's Board agenda.

### **State of the System for Arterials, Highways and Freeways \***

The State of the System report for the Arterials, Highways and Freeway element of the Comprehensive Transportation Plan has been developed. This is the third of three State of the System reports. The STA Board has previously reviewed and adopted the State of the System reports for Alternative Modes and Transit. The State of the System report for Arterials, Freeways and Highways has been reviewed and recommended for approval by both the STA TAC and the Board's Arterials, Highways and Freeway Committee.

### **Approval of 2009 Solano County Congestion Management Plan \***

The STA's 2009 Solano County Congestion Management Plan was released and updated subsequent to your last meeting and is recommended for approval by the STA Board.

### **STA's Draft Legislative Priorities and Platform for 2010 \***

Staff has reviewed and updated the STA's Legislative Priorities and Platform in preparation for the 2010 legislative year. This draft document has been modified to reflect actions that took place in 2009 and includes an updated list of federal priorities for authorization and appropriations. Staff is recommending this item be distributed for a 30 day review and comment by our transportation partners and the public. Adoption is scheduled for the December Board meeting.

### **2010 State Transportation Improvement Program Overview \***

Staff has prepared a summary of a dismal programming estimate for the forthcoming 2010 State Transportation Improvement Program (STIP). Similar to previous years when the State has experienced funding shortfalls in transportation, the 2010 STIP is projected to be a reprogramming exercise with projects programmed in Solano County's STIP program needing to be moved to later years due to a lack of available state transportation funds. STA Board action on Solano County's 2010 STIP will be required to occur at the December Board meeting.

### **Status of Route 30/90 Agreements \***

Under the direction of the Board's Executive Committee, staff has agendized the status of the STA recommended transit funding agreement for Routes 30 and 90 with the City of Fairfield. As cited in a letter from the Fairfield City Manager, Sean Quinn, City staff is recommending against entering into an operating agreement with the STA for Routes 30 and 90, despite the vast majority of funding coming from transit funding sources

outside of the City of Fairfield and the regional nature of both these routes. The Executive Committee has recommended the STA Board consider tabling both the Regional Measure 2 (RM 2) fund and the Transportation Development Act (TDA) funding contributed by agencies, other than Fairfield, and directing staff to identify alternative options for the operation of Routes 30 and 90.

**Status of STA JPA Approvals**

STA staff and legal counsel is working with staff and legal counsels from each of the seven cities and the County to obtain approvals for the amendments to the STA's Joint Powers Agreement (JPA). To date, the County Board of Supervisors and the City of Vacaville have approved the updated JPA, including the additional clarifications requested by the County pertaining to the process for the STA to undertake the property acquisition process for the delivery of a project. The cities of Dixon, Rio Vista and Suisun City, which had approved the earlier version of the JPA, are in the process of agendizing the updated version of the JPA. The cities of Benicia, Fairfield and Vallejo are preparing to schedule the JPA adoption in late October or in November. Caltrans has requested the STA Board consider accepting the lead agency responsibility for the right of way process for SR 12 Jameson Canyon, in Solano County only. The Napa County Transportation and Planning Agency or the County of Napa will be responsible for this task in Napa County. The STA will need to make a decision on this task before the beginning of December to keep this project on the tight timeframes required by California Transportation Commission (CTC).

**Countywide Senior and Disabled Transportation Summit II \***

An estimated 150 people attended the Solano Countywide Senior and Disabled Transportation Summit I on June 26, 2009. The Summit was co-hosted by the STA, in partnership with the County of Solano, the Solano County Senior Coalition, and the Metropolitan Transportation Commission (MTC). The Solano Countywide Senior and Disabled Transit Summit II is scheduled for October 30, 2009, also at the Joseph Nelson Community Center in Suisun City. The STA commissioned for the City of Vacaville to produce a 60 second public service announcement highlighting Summit I and notifying the interested members of the public regarding the time, date and location for Summit II. Solano County's transit operators and invited speakers from successful senior and disabled transit programs in neighboring counties are to be featured at Summit II.

**Updated Safe Routes to School Work Plan \***

Sam Shelton, STA's Safe Routes to School (SR2S) Program Manager, has completed a summary of the initial progress made on STA's Safe Routes to School Program and a draft two year work program for continuing to improve safety and the health of Solano County's school children. A presentation will be provided at the Board meeting.

**Updated T-PLUS Work Plan to Better Link Land Use and Transportation Planning \***

Robert Guerrero, the STA's T-Plus Program Coordinator, has provided a summary and history of the STA's Transportation Planning and Land Use Solutions program and funding of Transportation for Livable Communities (TLC) projects.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated April 2009)

<b>PA</b>		<b>J</b>	
ABAG	Association of Bay Area Governments	JARC	Jobs Access Reverse Commute Program
ACCMA	Alameda County CMA	JPA	Joint Powers Agreement
ADA	American Disabilities Act	<b>L</b>	
AVA	Abandoned Vehicle Abatement	LEV	Low Emission Vehicle
APDE	Advanced Project Development Element (STIP)	LIFT	Low Income Flexible Transportation Program
ARRA	American Recovery and Reinvestment Act	LOS	Level of Service
AQMD	Air Quality Management District	LS&R	Local Streets & Roads
ARRA	American Recovery and Reinvestment Act	<b>M</b>	
<b>B</b>		MIS	Major Investment Study
BAAQMD	Bay Area Air Quality Management District	MOU	Memorandum of Understanding
BABC	Bay Area Bicycle Coalition	MPO	Metropolitan Planning Organization
BAC	Bicycle Advisory committee	MTC	Metropolitan Transportation Commission
BART	Bay Area Rapid Transit	MTS	Metropolitan Transportation System
BATA	Bay Area Toll Authority	<b>N</b>	
BCDC	Bay Conservation & Development Commission	NCT&PA	Napa County Transportation & Planning Agency
BT&H	Business, Transportation & Housing Agency	NEPA	National Environmental Policy Act
<b>C</b>		NHS	National Highway System
CAF	Clean Air Funds	<b>O</b>	
CALTRANS	California Department of Transportation	OTS	Office of Traffic Safety
CARB	California Air Resources Board	<b>P</b>	
CCCC (4'Cs)	City County Coordinating Council	PAC	Pedestrian Advisory Committee
CCCTA (3CTA)	Central Contra Costa Transit Authority	PCC	Paratransit Coordinating Council
CCJPA	Capitol Corridor Joint Powers Authority	PCRPP	Planning & Congestion Relief Program
CCTA	Contra Costa Transportation Authority	PDS	Project Development Support
CEQA	California Environmental Quality Act	PDT	Project Delivery Team
CHP	California Highway Patrol	PDWG	Project Delivery Working Group
CIP	Capital Improvement Program	<b>PMP</b>	
CMA	Congestion Management Agency	PMP	Pavement Management Program
CMAQ	Congestion Mitigation & Air Quality Program	PMS	Pavement Management System
CMP	Congestion Management Plan	PNR	Park & Ride
CNG	Compressed Natural Gas	PPM	Planning, Programming & Monitoring
CTC	California Transportation Commission	PS&E	Plans, Specifications & Estimate
<b>D</b>		PSR	Project Study Report
DBE	Disadvantaged Business Enterprise	PTA	Public Transportation Account
DOT	Department of Transportation	PTAC	Partnership Technical Advisory Committee (MTC)
<b>E</b>		<b>R</b>	
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	RABA	Revenue Alignment Budget Authority
EIR	Environmental Impact Report	RBWG	Regional Bicycle Working Group
EIS	Environmental Impact Statement	RFP	Request for Proposal
EPA	Environmental Protection Agency	RFQ	Request for Qualification
EV	Electric Vehicle	RM 2	Regional Measure 2
<b>F</b>		RPC	Regional Pedestrian Committee
FEIR	Final Environmental Impact Report	RRP	Regional Rideshare Program
FHWA	Federal Highway Administration	RTEP	Regional Transit Expansion Policy
FTA	Federal Transit Administration	RTIF	Regional Transportation Impact Fee
<b>G</b>		RTP	Regional Transportation Plan
GIS	Geographic Information System	RTIP	Regional Transportation Improvement Program
<b>H</b>		RTPA	Regional Transportation Planning Agency
HIP	Housing Incentive Program	<b>S</b>	
HOT	High Occupancy Toll	SACOG	Sacramento Area Council of Governments
HOV	High Occupancy Vehicle	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
<b>I</b>		<b>SCTA</b>	
ISTEA	Intermodal Surface Transportation Efficiency Act	SCVTA	Sonoma County Transportation Authority
ITIP	Interregional Transportation Improvement Program	SFCTA	Santa Clara Valley Transportation Authority
ITS	Intelligent Transportation System	SHOPP	San Francisco County Transportation Authority
			State Highway Operations & Protection Program

---

SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR2S	Safe Routes to School

SR2T	Safe Routes to Transit
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIA	Solano Transportation Improvement Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program

**T**

TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation System Management

**U, V, W, Y, & Z**

UZA	Urbanized Area
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**September 9, 2009**

**I. CALL TO ORDER**

Chair Sperring called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

**MEMBERS**

**PRESENT:**

Jim Sperring, Chair	County of Solano
Pete Sanchez, Vice-Chair	City of Suisun City
Elizabeth Patterson	City of Benicia
Jack Batchelor, Jr.	City of Dixon
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

*Arrived meeting at 6:10  
p.m.*

**STAFF**

**PRESENT:**

Daryl K. Halls	Executive Director
Charles Lamoree	Deputy Legal Counsel
Johanna Masiclat	Clerk of the Board
Janet Adams	Deputy Executive
	Director/Director of Projects
Robert Macaulay	Director of Planning
Elizabeth Richards	Director of Transit and Rideshare Svcs.
Susan Furtado	Financial Analyst/Accountant
Jayne Bauer	Marketing and Legislative Program Manager
Judy Leaks	Program Manager
Sam Shelton	Project Manager
Kenny Wan	Assistant Project Manager
Sara Woo	Assistant Planner

**ALSO**

**PRESENT:**

*In Alphabetical Order by Last Name:*

Jeff Bingham	Parsons Brinckerhoff
Birgitta Corsello	County of Solano
Royce Cunningham	City of Dixon
Betty Demos	Resident, City of Fairfield and Member of United Mobile Home Owners Association
Raymond Demos	Resident, City of Fairfield and Member of United Mobile Home Owners Association
George Fink	City of Fairfield
George Gwynn, Jr.	Resident, City of Suisun City
Mike Hudson	Councilmember and Alternate Board Member, City of Suisun City
Dan Kasperson	City of Suisun City
Gary Leach	City of Vallejo
Wayne Lewis	City of Fairfield
Brian McLean	City of Vacaville
Rod Moresco	City of Vacaville
Mike Roberts	City of Benicia
Robert Straw	County of Solano
Paul Wiese	County of Solano

**II. CONFIRM QUORUM/STATEMENT OF CONFLICT**

A quorum was confirmed by the Clerk of the Board. There was no Statement of Conflict declared at this time.

**III. APPROVAL OF AGENDA**

On a motion by Board Member Price, and a second by Vice Chair Sanchez, the STA Board approved the agenda.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

Mr. Raymond Demos, City of Fairfield Resident and Member of United Mobile Home Owners Association (HOA), appeared before the STA Board to present a petition signed by a number of members of the HOA. The Association represents residents of the Dover Mobile Home Park located on the west side of Walters Road just north of East Tabor Avenue (Jepson Parkway). The petition indicated that there are no turn lanes or traffic lights at the entrance to the park creating serious concerns for those entering and leaving the park.

Board Member Patterson publicly thanked STA staff with assisting in the successful opening of the Pedestrian/Bicycle Path of the Benicia-Martinez Bridge on August 29, 2009.

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- Record Number of Solano Employers Accept 2009 Commute Challenge
- State Route (SR) 12 Major Investment Study (MIS) funding Comes Together
- STA to Release Draft of Solano Congestion Management Plan
- State of the System for Alternative Modes
- Modification to Clarify STA JPA Amendment
- Transit Consolidation Memorandum of Understanding (MOU) with Benicia and Vallejo

- Countywide Senior and Disabled Transportation Summit II
- Year-End Reports for Solano Napa Commuter Information (SNCI) Lifeline, Project Delivery, and STA's Clean Air Program

**VI. COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:**

**A. MTC Report:**

None presented.

**B. Caltrans Report:**

None presented.

**C. STA Reports:**

1. Planning – Robert Macaulay reported on the Capitol Corridor (July 2009 highest ridership and drop off in revenue).
2. Projects – Janet Adams provided a project status update on the SR 12 Jameson Canyon Road Widening Project.
3. Transit and Rideshare – Elizabeth Richards announced the upcoming 3<sup>rd</sup> Annual Employer Commute Challenge to begin in August 2009.

**VII. CONSENT CALENDAR**

On a motion by Board Member Augustine, and a second by Board Member Vice Chair Sanchez, the STA Board unanimously approved Consent Calendar Items A thru P. At the request of Board Member Patterson, an amended version of Item A., STA Board Meeting Minutes of July 8, 2009, was provided and distributed which included track changes made to her comments and the motion taken under Agenda Item X.D, Suisun Valley Rains Drain Flood Control Study.

**A. AMENDED - STA Board Meeting Minutes of July 8, 2009**

Recommendation:

Approve STA Board Meeting Minutes of July 8, 2009.

On a motion by Board Member Patterson, and a second by Board Member Batchelor, the STA Board unanimously approved the STA Board Meeting Minutes of July 8, 2009 as amended.

**B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of August 26, 2009**

Recommendation:

Receive and file.

**C. I-80 Eastbound Cordelia Truck Scales Relocation Project Environmental Document**

Recommendation:

Approve the following:

1. Resolution No. 2009-16 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for \$1.0 million in Bridge Toll funds for the I-80 Eastbound Cordelia Truck Scales Relocation Project for the environmental document preparation and detailed preliminary engineering; and
2. Authorize the Executive Director to submit the allocation request to MTC.

**D. I-80/I-680/State Route (SR) 12 Interchange Project Environmental Document**

Recommendation:

Approve the following:

1. Resolution No. 2009-15 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for \$5.2 million in Regional Measure 2 funds for the I-80/I-680/SR 12 Interchange Project for the environmental document preparation and detailed preliminary engineering; and
2. Authorize the Executive Director to submit the allocation request to MTC.

**E. Accept Construction Contract for Demolition of North Connector Buildings**

Recommendation:

Approve the following:

1. Accept the North Connector Building Demolition Contract as complete; and
2. Authorize the Executive Director to file a Notice of Completion with the County Recorder's office.

**F. Contract Amendment for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document**

Recommendation:

Approve a contract amendment for MTCo/Nolte JV in the amount of \$1,940,000 to complete the EIR/EIS for the I-80/I-680/SR 12 Interchange Project.

**G. Contract Amendment for the I-80/I-680/State Route (SR) 12 Interchange Project**

Recommendation:

Approve a contract amendment for MTCo/Nolte JV in the amount of \$431,000 for additional services required for the Gordon Waterline relocation and geotechnical investigations for the I-80/I-680/SR12 Interchange project.

**H. Contract Amendment for Project Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex**

Recommendation:

Approve a contract amendment for PDMG in the amount of \$460,000 for project management services through June 30, 2011 for the I-80/I-680/SR 12 Interchange Complex projects, including the North Connector Project, the I-80 Eastbound Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.

**I. Contract Amendment for Jepson Parkway Project Environmental Document and Preliminary Engineering**

Recommendation:

Authorize the Executive Director to amend the contract with PBS&J for \$295,000 for the additional work required to complete the Environmental Impact Statement (EIS).

**J. Napa-Solano Travel Demand Model Update**

Recommendation:

Authorize the STA Executive Director to prepare a scope of work and negotiate a contract with Fehr & Peers to provide an update and consultation on the Napa-Solano Travel Demand Model for an amount not to exceed \$35,000.

**K. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – September 2009**

Recommendation:

Approve the September 2009 TDA Matrix which includes Solano County's FY 2009-10 TDA claim amount.

**L. Emergency Ride Home Program Contract Amendments**

Recommendation:

Authorize the Executive Director to:

1. Execute an agreement with Enterprise Rent-A-Car to provide interim Emergency Ride Home Program services for Solano County program participants for the term of the existing contract; and
2. Execute amendments to extend the term of the existing contracts to deliver the Napa Emergency Ride Home (ERH) Program with Enterprise Rent-A-Car and Napa Valley Cab Company for two years with a two-year extension option.

**Public Comment:**

George Gwynn, Jr., City of Suisun City Resident, commented on the need to prove alternative transportation during emergencies.

**M. Intercity Transit Ridership Survey**

Recommendation:

Authorize the Executive Director to execute a contract with Quantum Market Research (QMR) for an amount not-to-exceed \$80,000.

**N. Federal Stimulus Fund Swap**

Recommendation:

Authorize the Executive Director to enter into funding exchange agreements between the cities of Vacaville & Rio Vista and the cities of Benicia & Dixon, for funding swap amounts previously approved by the STA Board for local transportation projects.

**O. Modification to SolanoExpress Route 30**

Recommendation:

Approve the following:

1. Notification of the service changes to Rt. 30 effective as specified in Attachment A; and
2. Authorize staff to work with FAST and funding partners to analyze early westbound service.

**P. Metropolitan Transportation Commission (MTC) Complete Streets/Routine Accommodations Checklist and Policy for Bicycle and Pedestrian Transportation in the Bay Area**

Recommendation:

Authorize the development and implementation of a long term Complete Streets policy implementation strategy for Solano County.

## VIII. ACTION – FINANCIAL ITEMS

### A. State Route (SR) 12 East Major Investment Study Update

Robert Macaulay reviewed the funding plan for the SR 12 Major Investment Study (MIS). He indicated that with the adoption of the budget, STA has been successfully working with Caltrans, the Metropolitan Transportation Commission (MTC) and the San Joaquin Council of Governments (SJCOG) to fund the study. He mentioned that the remaining funding yet to be committed for their share of the SR 12 corridor is from the Sacramento Council of Governments (SACOG), of which discussions are underway between STA, SJCOG and SACOG.

#### **Public Comments:**

None presented.

#### **Board Comments:**

Board Member Patterson asked which “Delta Plan” would be referred to in the SR 12 MIS. Planning Director Macaulay stated that it would be the Delta Protection Commission’s Land Use and Resource Management Plan.

#### Recommendation:

Authorize the Executive Director to enter into a SR 12 Corridor Study funding agreement with MTC, Caltrans, San Joaquin Council of Governments (SJCOG), and Sacramento Area Council of Governments (SACOG) for an amount not to exceed \$150,000.

On a motion by Board Member Vick, and a second by Board Member Batchelor, the STA Board unanimously approved the recommendation.

## IX. ACTION NON-FINANCIAL ITEMS

### A. AMENDED - Addendum to the STA’s Revised Joint Powers Agreement

Charles Lamoree reviewed and distributed a revised language to the amendment of STA’s Joint Powers Agreement. He recommended the STA Board approve additional amendments requested by the County of Solano. He addressed the issues raised by the County of Solano suggesting that it would be helpful to further define the process for the exercise of the power of eminent domain and the Board’s ability to move projects forward in the absence of an express power.

#### **Public Comments:**

After discussion, the STA Board unanimously approved the additional amendments requested by the County pertaining to the STA’s JPA further clarifying the process for STA to exercise the authority of right of way acquisition as part of the proposed expanded authority to deliver projects.

#### **Board Comments:**

None presented.

#### Recommendation:

Modify the proposed language as an addendum for the STA’s amended JPA as specified.

On a motion by Board Member Augustine, and a second by Board Member Batchelor, the STA Board unanimously approved the recommendation as amended.

*Board Member Patterson left the meeting at 6:35 p.m.*

**B. Modeling Cooperative Agreement Amendment**

Robert Macaulay reviewed the current status of the Modeling Cooperative Agreement. He indicated that Board Member and Mayor Len Augustine, City of Vacaville, raised an issue regarding appointment of members to the Model Technical Advisory Committee (MTAC) and Model Land Use Committee (MLUC). He stated that Board Member Augustine recommends having the County Administrator make appointments for the county of Solano and the City Manager make the appointments for each of the seven cities.

**Public Comments:**

None presented.

**Board Comments:**

After discussion, the STA Board approved the Cooperative Agreement the Modeling Technical Advisory Committee (MTAC) and a Model Land Use Committee (MLUC) to include language modification to the agreement stating that the City Manager or County Administrator, in consultation with the agency's representative to the STA Board, is responsible for making the Committee appointments.

Recommendation:

Approve an amendment to the Modeling Cooperative Agreement to designate the County Administrator or City Manager, *in consultation with the agency's representative to the STA Board*, as appropriate, as responsible for making MTAC and MLUC appointments, as shown in Attachment A.

On a motion by Board Member Batchelor, and a second by Board Member Davis, the STA Board unanimously approved the recommendation *as amended and shown above in bold italics*.

**C. Draft 2009 Congestion Management Program (CMP) Update**

Robert Macaulay provided a status update to the development of the draft 2009 CMP. He stated that MTC has completed their update of the CMP guidelines for the 2009 update. He added that the major focus of the new MTC CMP Guidance memo is compliance with the new goals of the RTP.

Robert Macaulay stated that STA received comments on the Draft Solano CMP from 3 sources: the City of Fairfield, Benicia Mayor Elizabeth Patterson, and the MTC. MTCs comments are considered an informal review, but are not likely to change substantially as the formal review process proceeds. Those comments are provided in Attachment A. The comments do not substantially change the conclusions of the 2009 CMP update.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Authorize the Executive Director to release the Draft 2009 Solano CMP for review and comment.

On a motion by Board Member Augustine, and a second by Board Member Vick, the STA Board unanimously approved the recommendation.

**D. Comprehensive Transportation Plan (CTP) Update – Alternative Modes State of the System**

Robert Macaulay reviewed the development of the Alternative Modes element of the CTP that includes bicycle and pedestrian transportation, alternative fuel vehicles, Transit Oriented Development (TOD), and supporting planning documents and programs. He stated that the draft Alternative Modes State of the System Report was reviewed by the STA TAC, STA Alternative Modes Committee, and the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC). He added that there were no substantial changes to the draft report and all recommended changes have been incorporated into the final report.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Adopt the Alternative Modes State of the System included as Attachment A and as recommended by the STA Alternative Modes Committee.

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

**E. Transit Consolidation Study – Implementation Plan Status – Benicia-Vallejo Coordination and Memorandum of Understanding (MOU)**

Elizabeth Richards provided an overview of the implementation plan for the Benicia-Vallejo Transit Consolidation and Coordination Study. She noted that the Benicia City Council unanimously voted to support joining the MOU at their August 18<sup>th</sup> meeting and action by the Vallejo-City Council is to be scheduled in September/October.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Approve the following:

1. Resolution No. 2009-17 approving a Memorandum of Understanding by and among the STA, the City of Benicia, and the City of Vallejo for the implementation of the South Solano Transit Authority; and
2. Authorize the Executive Director to enter into a MOU with the Cities of Benicia and Vallejo to evaluate the consolidation of South Solano Transit Services.

On a motion by Board Member Davis, and a second by Vice-Chair Sanchez, the STA Board unanimously approved the recommendation (7-0).

**X. INFORMATIONAL ITEMS – DISCUSSION ITEMS**

**A. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2008-09 Year-End Report**

Judy Leaks highlighted several accomplishments from the SNCI 2008-09 Annual Year-End Report. The accomplishments highlighted are as follows: Ridematching and Employer Services, Emergency Ride Home (ERH) Program, the Solano Commute Challenge, Vanpool Program, and the 15<sup>th</sup> Annual Bike to Work Day.

**B. Lifeline Program Year-End Update**

Elizabeth Richards provided a year-end overview of the Lifeline Program for FY 2008-09. She summarized the funding application process for the JARC, STAF, Prop. 1B Tier 1 funding projects.

**C. STA Project Delivery & Monitoring Program**

Sam Shelton reviewed the STA's Project Delivery and Monitoring Program, listed in the STA's FY 2009-10 Overall Work Plan. He stated that an upcoming project of STA project delivery staff is to complete a 10-year project funding history report of transportation projects in Solano County.

**D. STA's Clean Air Program**

Robert Macaulay provided a status report on the programming and funding of Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) and Yolo Solano Air Quality Management District (YSAQMD) projects.

**NO DISCUSSION**

**E. Highway Projects Status Report:**

- 1. I-80/I-680/SR 12 Interchange**
- 2. I-80 EB Cordelia Truck Scales Relocation**
- 3. North Connector**
- 4. I-80 HOV Lanes: Red Top Road to Air Base Parkway**
- 5. Redwood Parkway/Fairground Drive Improvements**
- 6. Jepson Parkway**
- 7. State Route 12 (Jameson Canyon)**
- 8. State Route 12 East SHOPP Project**
- 9. I-80 SHOPP Rehabilitation Projects**

**F. American Recovery and Reinvestment Act Update**

**G. Report on Senior and Disabled Transportation Summit II**

**H. Legislative Update**

**I. Project Delivery Update**

**J. Funding Opportunities Summary**





**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**September 30, 2009**

**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:**

Charlie Knox	City of Benicia
Royce Cunningham	City of Dixon
Gene Cortright	City of Fairfield
Dan Kasperson	City of Suisun City
Jeff Knowles	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
Judy Leaks	STA
Jayne Bauer	STA
Robert Guerrero	STA
Sam Shelton	STA
Kenny Wan	STA
Johanna Masielat	STA

**Others Present:** *(In Alphabetical Order by Last Name)*

Liz Brisson	MTC
Ed Huestis	City of Vacaville
Michael Jones	Caltrans District 4
Wayne Lewis	City of Fairfield
Mike Roberts	City of Benicia
Matt Tuggle	County of Solano

**II. APPROVAL OF THE AGENDA**

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Jayne Bauer announced the following:

1. Caltrans' "soft" opening of the Interstate 80 Westbound Carpool Lane on Thursday, September 29, 2009. The ribbon-cutting is tentatively scheduled on October 29, 2009 at a time to be determined.
2. The STA 12<sup>th</sup> Annual Awards is scheduled on November 4, 2009 at the Jelly Belly Grand Ballroom.

Janet Adams reminded the STA TAC that Caltrans has asked for a 3-year Project Initiation Document (PID) work plan. She cited that the draft submittals are due to the STA October 1, 2009 and edits to the work plan will be allowed by a local agency during the public comment period by Caltrans over the next few months.

**V. CONSENT CALENDAR**

On a motion by Gary Leach, and a second by Royce Cunningham, the STA TAC approved Consent Calendar Items A thru D to include changes made by the Consortium at an earlier meeting to the TDA Matrix (October 2009).

**A. Minutes of the TAC Meeting of August 26, 2009**

Recommendation:

Approve TAC Meeting Minutes of August 26, 2009.

**B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – October 2009**

Recommendation:

Forward a recommendation to the STA Board to approve the October 2009 TDA Matrix which includes the Cities of Fairfield and Rio Vista's FY 2009-10 TDA claim amounts.

**C. Jobs Access Reverse Commute (JARC) Application Scoring and Recommendation, and New Freedom Applications**

Recommendation:

Forward a recommendation to the STA Board to:

1. Support Vallejo Transit's Route 5 JARC application; and
2. Authorize the Executive Director to submit a letter of support to MTC for this project.

**D. Solano Napa Commuter Information (SNCI)'s Vanpool Incentive Program**

Recommendation:

Forward a recommendation to the STA Board authorizing the implementation of SNCI's New Vanpool Driver Incentive and the Van Driver Recognition Reward programs.

**VI. ACTION FINANCIAL ITEMS**

**A. American Recovery and Reinvestment Act Update**

Kenny Wan provided a status report of all American Recovery Reinvestment Act (ARRA) funded projects, MTC's cost saving policy along with reprogramming recommendations for cost savings due to low bids.

He summarized the ARRA Local Streets and Roads project delivery status, ARRA Local Street and Road Projects Cost-Saving status, recommended reprogramming of ARRA Local Street and Road Funds, and ARRA Transit Project status.

After the discussion, the STA TAC modified the reprogramming recommendations for the STA Board for ARRA funds to change the reobligated amount for Benicia's State Park Road Bridge Widening project from \$131,000 to \$62,000 and to reobligate Vallejo's Downtown Streetscape Project in the amount of \$69,000.

Recommendation:

Forward a recommendation to the STA Board to approve the reprogramming of bid savings from American Recovery & Reinvestment Act (ARRA) Local Streets and Roads funds as specified in Attachment C as amended.

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

**B. Lifeline/State Transit Assistance Funds (STAF) and Proposition 1B**

Liz Niedziela reviewed the STA Board recommendation prioritized plan for FY 2009-2011 proposal supplemental funding. She cited that the City of Dixon would like to be the recipient of the \$228,698 in supplemental STAF/Lifeline funds in FY 2009-10 to fund existing Weekday/Saturday service over a 3-year period. She added that the City of Fairfield would receive the supplemental amount of \$6,529 in Prop 1B/Lifeline funds for FY 2009-10 to fund bus shelter/stop improvements.

Recommendation:

Forward a recommendation to the STA Board to:

1. Authorize the City of Dixon to claim an additional \$228,698 in STAF/Lifeline funds in FY 2009-10 to fund existing Weekday/Saturday service over a 3-year period; and
2. Authorize the City of Fairfield to receive \$6,529 in Proposition 1B/Lifeline funds for FY 2009-10 to fund bus shelter/stop improvements.

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

## VII. ACTION NON-FINANCIAL ITEMS

### A. **2009 Congestion Management Program (CMP) Update**

Robert Macaulay reviewed the comments received on the Draft Solano CMP from 3 sources: the City of Fairfield, Benicia Mayor Elizabeth Patterson, and MTC. He clarified that MTC's comments are considered an informal review, but are not likely to change substantially as the formal review process proceeds and do not change the conclusions of the 2009 CMP update.

Recommendation:

Forward a recommendation to the STA Board to approve the 2009 Solano Congestion Management Plan.

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

### B. **I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan**

Sam Shelton provided an overview of the Solano Highway Operations Study. He cited that the overall study consists of four main parts; background research and literature review, operations improvement analysis, visual design guidelines and public outreach. He cited that additional modifications were made by the Arterials, Highways and Freeways Committee at their meeting on September 28, 2009 and the Study will be brought back to be reviewed by the committee at their next meeting tentatively scheduled in November and to be forward for Board approval in December.

After discussion, the STA TAC requested to table this item until the next meeting in November.

Recommendation:

Forward a recommendation to the STA Board to adopt the Final I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan.

On a motion by Royce Cunningham, and a second by Paul Wiese, the STA TAC voted to table this item until the next meeting in November.

### C. **STA Safe Routes to School (SR2S) Program's FY 2009-10 Work Plan**

Sam Shelton distributed and provided information on STA SR2S Program FY 2008-09 program activities and the student travel mode statistics. He informed the TAC that after review by the SR2S Advisory Committee on September 23<sup>rd</sup>, STA staff will execute an agreement with Solano County Department of Public Health to provide both services for 2 years.

Recommendation:

Forward a recommendation to the STA Board to approve STA's Safe Routes to School Work Plan for FY 2009-10 as described in Attachment D.

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

**D. STA's Draft 2010 Legislative Priorities and Platform**

Jayne Bauer requested comments and/or feedbacks from Consortium members on the Draft 2010 Legislative Platform and Priorities. She cited that staff will forward the draft form to the STA Board in October, with a recommendation to distribute the draft document for a 30-day review and comment period.

Recommendation:

Forward a recommendation to the STA Board to distribute the Draft 2010 Legislative Priorities Platform for a 30-day review and comment period.

On a motion by Dan Kasperson, and a second by Jeff Knowles, the STA TAC unanimously approved the recommendation.

**VIII. INFORMATIONAL ITEMS**

**A. Solano County Coordinated Funding Investment Strategy**

Sam Shelton requested feedback from the TAC as STA staff is preparing to move forward in developing the coordinated funding strategy. Sam Shelton cited that the feedback will be included in the countywide transportation priorities, area of focus, and policies that would guide this process. He added that over the next three months, staff will be presenting funds estimates, project implementation options that will provide a framework for this approach.

**B. 2010 State Transportation Improvement Program (STIP) Update**

Sam Shelton reviewed the new 2010 STIP funding in FY 2013-14 and FY 2014-15 for Transportation Enhancement (TE) projects and 2010 STIP funding estimate impact on 2008 STIP projects. He cited that a final fund estimate is scheduled to be adopted by the CTC in October 2009 which means the STA will be able to act on a STIP Solano project recommendation to MTC in December 2009.

**C. Regional Transportation Impact Fee (RTIF) Update**

Sam Shelton reviewed the revised RTIF schedule for the STA's Nexus Study, showing each group's meeting and what items will be on their agendas for information and action. He reviewed the revised schedule estimates of completing the Nexus Study by September 2010 and begins implementation of an RTIF by the end of 2010. He cited that future RTIF updates will contain a table of action items and attach draft nexus study materials reviewed and recommended by all three RTIF committees (RTIF Technical Working Group, RTIF Stakeholders Committee, and RTIF Policy Committees).

**D. STA Transportation Planning and Land Use Solutions (T-PLUS) Program/Transportation for Livable Communities (TLC) Program Summary**

Robert Guerrero provided an overview of the STA's T-PLUS program and the status of current TLC Projects. He cited that STA plans to meet with PDA project sponsors in the coming weeks, and to later host a workshop for the cities and the County staff to discuss in detail program eligibility and requirements. The TAC requested these meetings be combined with STA's meeting regarding funding strategies.

**NO DISCUSSION**

- E. Comprehensive Transportation Plan (CTP) Update – Project List**
- F. Fiscal Year (FY) 2008-09 Abandoned Vehicle Abatement (AVA) Program Annual Report**
- G. Unmet Transit Needs Process for Fiscal Year (FY) 2009-10 and FY 2010-11**
- H. Project Delivery Update**
- I. Funding Opportunities Summary**
- J. STA Board Meeting Highlights of September 9, 2009**
- K. STA Board and Advisory Committee Meeting Schedule for 2009**

**ADJOURNMENT**

The meeting was adjourned at 3:15 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, November 18, 2009.**



DATE: September 25, 2009  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Fiscal Year (FY) 2008-09 Fourth Quarter Budget Report

---

**Background:**

In July 2009, the STA Board approved the FY 2008-09 Final Budget Revisions to reflect carryover funds to FY 2009-10, increase of revenue and expenditures due to project activities and construction of the Regional Measure 2 (RM 2) projects for the I-80 Eastbound Truck Scales Relocation, the North Connector East, and the I-80 High Occupancy Vehicle (HOV).

**Discussion:**

The attached STA revenue and expenditure activity for the FY 2008-09 Fourth Quarter reflects the program administration and operation expenditure at 89% of the budget with total revenue received at 89% of budget projections.

Revenues:

Total revenue of \$24,908,512 (89%) has been received through the fourth quarter ending June 30, 2009. This revenue amount represents reimbursement of program expenditures and other fund sources received and billed for the year. The revenue budget highlights are as follows:

1. The Transportation Development Act (TDA) funding for FY 2008-09 of \$451,426 was received with no reduction to funding as previously anticipated.
2. The State Planning and Research (SP&R) funding for the I-80/I-680/I-780 Highway Operation and Implementation study received \$12,671 (6%) more than the anticipated budget to reflect the actual expenditures with the completion of the project study. This was presented to the STA Board for public release of the final draft in July 2009.
3. The State Transportation Improvement Program (STIP) fund for Jepson Parkway Project for the administration cost reimbursement, which is calculated based on the Indirect Cost Allocation (ICAP) rate, received less revenue by \$22,300 (53%) due to less staff time spent on the project. Subsequently, the Jepson Parkway Project allocated this funding amount for consultant cost towards the completion of the project's environmental documentation.
4. The Transportation for Clean Air (TFCA) fund spent an additional amount of \$125,508 from the carryover funds for the Napa Solano Commuter Information (SNCI) Programs. The same amount in Eastern Congestion Mitigation & Air Quality (ECMAQ) funds was reduced to offset this funding allocation. The unexpended ECMAQ funding is carried over into FY 2009-10.
5. The STIP/Planning, Programming and Monitoring (PPM) fund allocated for the Jepson Parkway Project received additional revenue of \$34,374 to reflect the actual expenditures due to the fast pace completion of the work, which released its certified Final Environmental Impact Report (EIR).

6. The Federal Earmark and local match fund for the State Route (SR) 12 Rio Vista Bridge Realignment Project is a reimbursement basis type fund. The Project had additional funds, which were previously anticipated to be carried over into the next fiscal year, due to the accelerated project studies.
7. The unexpended fund from the Federal Earmark and the local match funds from Solano County and the City of Vallejo for the I-80 High Occupancy Vehicle (HOV)/Turner Parkway Overcrossing Project are carried over into FY 2009-10 for the continuation of the project now called Redwood Parkway Fairgrounds Drive Improvement Project.

The Regional Measure 2 (RM 2) funding for a variety of projects, such as the I-80 Eastbound Truck Scales, I-80/I-680/SR 12 Interchange Project, North Connector East (Chadbourne Road and Right of Way), and the I-80 HOV Lanes/Ramp Metering have received reimbursement for expenditures reflective of project activities. Unexpended funding allocations for these projects will be carried over to FY 2009-10 for the continuation of the projects and will be reflected in a subsequent budget revision.

### **Expenditures:**

STA's projects and programs expenditures in the amount of \$24,975,490 (89%) are for actual work billed reflective of the budget ratio for the Fourth Quarter. Highlights of the Fourth Quarter are as follows:

- 1) **STA's Operation and Administration is at \$1,420,699 (91%) of budget.** The STA Operation Management and Administration budget expenditures for the Fourth Quarter is within budget projections. STA staffs have diligently and conservatively been pro-active in the reduction of the overall controllable expenditures, such as the reduced printing and copying cost with the newly leased copier machine that has capability to produce in-house newsletters and annual reports, thereby eliminating higher consultant and production costs.
- 2) **Transit and Rideshare Services/SNCI is at \$1,112,274 (96%) of budget.** The Transit and Rideshare Services and the SNCI Program activities in FY 2008-09 are within the budget expenditure projections, with the exception of the Bike to Work Campaign and the Emergency Ride Home Program that have budget variances under projected expenditures and Transit Management Administration which is \$4,000 (2%) over expended. Unexpended funds will be carried over into the FY 2009-10 for the continuation of programs.
- 3) **Project Development is at \$21,281,832 (87%) of budget.** The different environmental studies and construction projects are underway and are reflective of the budget expenditures. Projects such as the I-80 HOV Lane and Ramp Metering Project is in its final phase; the North Connector Project right of way acquisitions, relocation, and construction are underway; the I-80/I-680/SR 12 Interchange Project ongoing environmental studies; the Jepson Parkway Project release of the EIR/EIS; the I-80/I-680/I-780 Corridors Highway Operations Implementation Project release of the final draft study; the I-80 HOV/Turner Parkway Overcrossing; and the SR 12 Bridge Realignment study. Funding for these projects are on a reimbursement basis, unexpended funds will be carried over to FY 2009-10 for the continuation of the projects and will be reflected in a subsequent budget revision.
- 4) **Strategic Planning is at \$1,160,685 (120%) of budget.** The SR 113 MIS/Corridor Study was completed as anticipated. The TFCA carried forward from FY 2007-08 for SNCI's program were fully expended this year therefore creating an increase over projected expenditures in Planning's budget. The TFCA fund for SNCI carried over from prior year was fully expended for funding term compliance. Unexpended allocated funds for the different projects will be carried over to FY 2009-10 for the continuation of the projects and will be reflected in a subsequent budget revision.

The revenue and expenditure for the fiscal year is consistent with the FY 2008-09 budgets. In addition, the projects such as the North Connector, I-80 HOV Lanes, and I-80/I-680/SR 12 Interchange Projects, SR 12 Jameson Canyon, and the Jepson Parkway Projects have accelerated their delivery of project schedules.

The Revenues for FY 2008-09 were approximately \$70,000 less than the Expenditures as a result of STA expending FY 2007-08 TFCA funds for SNCI programs this FY in the equal amount.

**Fiscal Impact**

The Fourth Quarter Budget for FY 2008-09 is within budget projections for the Revenue received of \$24.91 million (89%) and Expenditures of \$24.98 million (89%).

**Recommendation**

Review and file.

Attachments:

- A. STA FY 2008-09 Fourth Quarter Budget Report
- B. 2009-10 Budget and Fiscal Reporting Calendar



## FOURTH QUARTER BUDGET REPORT FY 2008-09

July 1, 2008 through June 30, 2009

REVENUES			
Description	FY 08-09 Budget	Actual Received YTD	%
<b>STA Fund</b>			
Members Contribution (Reserve Accounts)	108,801	108,801	100%
Interest	0	15,934	0%
Members Contribution/Gas Tax	7,681	7,681	100%
Transportation Dev. Act (TDA) Art. 4/8	406,282	451,426	111%
State Transit Assistance Fund (STAF)	327,378	327,378	100%
Surface Transportation Program (STP)	866,241	851,225	98%
State Planning & Research (SP&R)-SR 113 MIS	51,729	51,729	100%
SP&R - Operation/Implementation Plan	200,000	212,671	106%
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	563,227	474,340	84%
State Transportation Improvement Program (STIP)	42,098	19,797	47%
Regional Measure (RM) 2 - North Connector Design	25,394	31,900	126%
RM 2 - I-80 HOV Lanes	7,440	7,057	95%
RM 2 - I-80 Interchange Project	25,106	25,768	103%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	26,135	29,304	112%
Transportation for Clean Air (TFCA)	255,500	381,008	149%
Eastern Congestion Mitigation & Air Quality (ECMAQ)-STA	251,080	104,008	41%
Transit Marketing - RM 2	99,500	99,500	100%
Regional Rideshare Program (RRP)	240,000	239,834	100%
Community Based Transit Study (CBTP)	0	0	0%
City of Fairfield (swap) Transportation Dev. Act (TDA)	400,000	400,000	100%
Bay Area Ridge Trails	0	0	0%
AVA Program/DMV	11,100	10,885	98%
Local Funds - Cities/County Sponsors	18,250	22,294	122%
<b>Subtotal</b>	<b>4,036,437</b>	<b>3,965,422</b>	<b>98%</b>
<b>TFCA Programs</b>			
Transportation for Clean Air (TFCA)	409,857	297,949	73%
Interest	0	11,883	0%
<b>Subtotal</b>	<b>409,857</b>	<b>309,832</b>	<b>76%</b>
<b>Abandoned Vehicle Abatement</b>			
Department of Motor Vehicle (DMV)	358,900	351,947	98%
Interest	0	1,183	0%
<b>Subtotal</b>	<b>358,900</b>	<b>353,130</b>	<b>98%</b>
<b>I-80 East Bound (EB) Truck Scales Relocation</b>			
RM 2 Funds	4,547,648	4,766,512	105%
Interest	0	2,193	0%
<b>Subtotal</b>	<b>4,547,648</b>	<b>4,768,705</b>	<b>105%</b>
<b>Jepson Parkway Project</b>			
State Transportation Improvement Program (STIP)	576,516	598,816	104%
STIP/PPM	100,000	134,374	134%
Interest	0	(908)	0%
<b>Subtotal</b>	<b>676,516</b>	<b>732,282</b>	<b>108%</b>
<b>SR 12/Jameson Canyon Project</b>			
State Transportation Improvement Program (STIP)	3,500,000	3,432,479	98%
Interest	0	2,831	0%
<b>Subtotal</b>	<b>3,500,000</b>	<b>3,435,310</b>	<b>98%</b>
<b>I-80/I-680/SR 12 Interchange EIR/EIS</b>			
RM 2 Funds	6,479,033	3,752,307	58%
Interest	0	8,059	0%
<b>Subtotal</b>	<b>6,479,033</b>	<b>3,760,366</b>	<b>58%</b>
<b>North Connector East (Chadbourne Rd/Right of Way)</b>			
RM 2 - Preliminary Engineering	6,500,382	5,959,320	92%
Interest	0	3,355	0%
<b>Subtotal</b>	<b>6,500,382</b>	<b>5,962,675</b>	<b>92%</b>
<b>I-80 High Occupancy (HOV) Lane/Ramp Metering</b>			
RM 2 - PA/ED Design	1,197,224	1,405,590	117%
Interest	0	2,628	0%
<b>Subtotal</b>	<b>1,197,224</b>	<b>1,408,218</b>	<b>118%</b>
<b>I-80 HOV/Turner Parkway Overcrossing</b>			
Federal Earmark	205,216	84,529	41%
Local Funds - Solano County/City of Vallejo	51,303	29,257	57%
<b>Subtotal</b>	<b>256,519</b>	<b>113,786</b>	<b>44%</b>
<b>Rio Vista Bridge Realignment</b>			
Federal Earmark	60,000	79,698	133%
City of Rio Vista	15,000	19,088	127%
<b>Subtotal</b>	<b>75,000</b>	<b>98,786</b>	<b>132%</b>
<b>TOTAL REVENUES</b>	<b>\$ 28,037,516</b>	<b>\$ 24,908,512</b>	<b>89%</b>

EXPENDITURES			
Description	FY 08-09 Budget	Actual Spent YTD	%
<b>Operations</b>			
Operations Management/Administration	1,413,884	1,379,230	98%
STA Board of Directors	43,300	41,469	96%
Expenditure Plan	0	0	0%
Contribution to STA Reserve	108,801	0	0%
<b>Total Operations</b>	<b>\$ 1,565,985</b>	<b>\$ 1,420,699</b>	<b>91%</b>
<b>Transit and Rideshare/Solano Napa Commuter Info (SNCI)</b>			
Transit/SNCI Administration	477,506	462,203	97%
Employer/Van Pool Outreach	10,700	10,021	94%
SNCI General Marketing	49,872	41,788	84%
Commute Challenge	16,000	15,148	95%
Bike to Work Campaign	28,000	15,991	57%
Bike Links Maps	7,000	6,888	98%
Incentives	20,000	16,076	80%
Emergency Ride Home (ERH) Program	5,000	1,084	22%
Solano Express	35,000	33,740	96%
Transit Management Administration	219,066	223,739	102%
Community Based Transportation Plan (CBTP)	0	0	0%
Lifeline Program	22,709	20,130	89%
Paratransit Coordinating/PCC	45,000	44,166	98%
Solano Paratransit Review	51,000	50,600	99%
Transit Marketing - RM 2	99,500	99,500	100%
Transit Consolidation Feasibility Study	71,200	71,200	100%
<b>Total Transit &amp; Rideshare/SNCI</b>	<b>\$ 1,157,553</b>	<b>\$ 1,112,274</b>	<b>96%</b>
<b>Project Development</b>			
Project Management/Administration	109,223	113,646	104%
Safe Route to School Program	58,635	58,659	100%
I-80/I-680/I-780 Operation/Implementation Plan	278,966	280,407	101%
Project Study Report (PSR)/SR 12/Church	31,307	40,718	130%
SR 12 Median Barrier Study (MBS)/PSR	127,188	126,405	99%
Jepson Parkway	676,516	733,190	108%
I-80/I-680/SR 12 Interchange PA/ED	6,479,033	3,752,313	58%
SR 12 Jameson Canyon Project	3,500,000	3,432,479	98%
North Connector East (Chadbourne Rd/Right of Way)	6,500,382	5,959,030	92%
I-80 East Bound (EB) Truck Scales Relocation	4,547,648	4,766,302	105%
I-80 HOV Lane/Ramp Metering	1,197,224	1,405,194	117%
I-80 HOV/Turner Parkway Project	256,519	113,784	44%
Regional Transportation Impact Fee (RTIF) Feasibility Study/AB	150,000	47,789	32%
1600	75,000	98,786	132%
DMV Abandoned Vehicle Abatement	358,900	353,130	98%
<b>Total Project Development</b>	<b>\$ 24,346,541</b>	<b>\$ 21,281,832</b>	<b>87%</b>
<b>Strategic Planning</b>			
Planning Management/Administration	92,904	89,240	96%
SR 113 MIS/Corridor Study	64,624	64,024	99%
SR 12 MIS/Corridor Study	13,168	9,844	75%
Events	13,250	11,816	89%
Model Maintenance	75,000	74,853	100%
Solano County TLC Program	151,250	149,907	99%
Comprehensive Transportation Plan (CTP)/EIR	147,384	147,384	100%
Solano Senior & Disable Transit Plan Update	0	0	0%
TFCA Programs	409,857	613,617	150%
SR 12 Jameson Canyon Ridge Trail Study	0	0	0%
Safe Route to Transit	0	0	0%
Alternative Fuel Study	0	0	0%
I-80/I-680/I-780 Transit Corridor Study (Operational Plan)	0	0	0%
Rail Station and Service Plan Update and Implementation Plan	0	0	0%
Rail Crossing Plan	0	0	0%
Water Transit Plan	0	0	0%
<b>Total Strategic Planning</b>	<b>\$ 967,437</b>	<b>\$ 1,160,685</b>	<b>120%</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 28,037,516</b>	<b>\$ 24,975,490</b>	<b>89%</b>



## **2009-10 Budget and Fiscal Reporting Calendar**

### **STA Board Meeting Schedule:**

OCTOBER	FY 2008-09 4th Quarter Budget Report FY 2008-09 AVA Annual Report
NOVEMBER	No Scheduled STA Board Meeting
DECEMBER	FY 2009-10 1st Quarter Budget Report FY 2009-10 Mid-Year Budget Revision STA Employee 2010 Benefit Summary Update
JANUARY	FY 2008-09 Annual Audit Report
FEBRUARY	FY 2009-10 2nd Quarter Budget Report
MARCH	No report
APRIL	Local Transportation Development Act (TDA) and Members Contribution for FY 2010-11
MAY	FY 2009-10 3rd Quarter Budget Report
JUNE	FY 2009-10 Final Budget Revision
JULY	FY 2010-11 Budget Revision and FY 2011-12 Proposed Budget Adoption FY 2010-11 Provisionary Indirect Cost Rate Application
AUGUST	No Scheduled STA Board Meeting
SEPTEMBER	No report

**THIS PAGE INTENTIONALLY LEFT BLANK.**



DATE: September 25, 2009  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Request for Proposals (RFP) for Professional Auditing Service

---

**Background:**

The Solano Transportation Authority (STA) is annually required to prepare an audited financial statement in accordance with Government Accounting Standards Board Statement Number 34 (GASB 34) and the Office of Management and Budget (OMB) Circular A-133.

In January 2004, the STA issued a Request for Proposals (RFP) to several accounting firms to perform professional auditing service. Maze and Associates, a Certified Public Accountant (CPA) firm from Walnut Creek, was selected and has performed annually STA's financial reviews, funding compliance, appraised STA's accounting internal controls, and issued Single Audit Reports and Memorandum of Internal Control.

**Discussion:**

The Maze and Associates' accounting firm is in their 5<sup>th</sup> year of contract. The STA staff, in conformance with STA's Accounting Policy and Procedures, is evaluating its audit services and is required to issue an RFP for the services. The audit service has to determine whether STA's internal accounting and other control system provides reasonable assurance for managing of Federal, State, and Local government grants and projects, and are in compliance with applicable laws and regulations. In evaluating each proposal, the audit services has to include relevant experience, availability of staff with professional qualifications, technical abilities, and responsiveness to STA's financial and internal control issues.

The selected independent auditor will conduct an annual audit review based on a fiscal year beginning July 1<sup>st</sup> and ending June 30<sup>th</sup>. The service contract will be issued for three (3) years with the option to renew the agreement for one 2-year extension or two 1-year extensions.

**Fiscal Impact:**

The estimated fiscal impact for the professional audit service included in the FY 2009-10 budget is \$16,000. The costs for the service contract are anticipated to slightly decrease in subsequent years as the auditing firm becomes more familiar with STA's budget, accounting processes and data.

**Recommendation:**

Authorize the Executive Director to:

1. Release a Request for Proposal for Professional Auditing Service; and
2. Award a contract for an amount not-to-exceed \$50,000 for three years with the option to renew the agreement for one 2-year extension or two 1-year extensions.

**THIS PAGE INTENTIONALLY LEFT BLANK.**



DATE: October 6, 2009  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Response to Solano County Grand Jury Letter Regarding Solano  
Paratransit Report – Specifically Unmet Transit Needs Hearing and  
Paratransit Coordinating Council

---

**Background:**

In Fiscal Year (FY) 2008-09, the Solano County Grand Jury elected to investigate the paratransit service available in Solano County. On July 9, 2009, the Solano County Grand Jury forwarded a letter to the Solano Transportation Authority (STA) requiring the STA to respond in writing to the contents of the report that pertained to the STA.

**Discussion:**

The Grand Jury Report titled, “Solano County Paratransit Report Date: July 9, 2009,” identifies four findings with a follow up recommendation for each finding. A copy of the Grand Jury’s report is attached (Attachment A). Two of the four findings pertain to the STA and of which staff has prepared a response letter as required (Attachment B). The remaining two findings and recommendations from the Grand Jury pertain to the City of Fairfield regarding their operation of paratransit service. The Findings and Recommendation responses by the STA are summarized below:

*Finding #1- Notice of Public Hearing on Unmet Transit Needs and the Paratransit Coordinating Council (PCC) are not well advertised. Publicity is handled by the STA.*

*Recommendation #1 – Notice of upcoming meeting should be released by the STA to County newspapers allowing enough time for people wishing to attend to plan accordingly as required by the Brown Act. Additional notices should be also be posted at public sites.*

As noted in the STA’s response letter, the responsibility for public noticing of the Unmet Transit Needs hearing for Solano County is actually the Metropolitan Transportation Commission (MTC), not the STA. At the request of MTC, the STA has assisted MTC with the public outreach for this hearing. The specifics of this effort are noted in STA’s response letter.

Publicity for the PCC is handled by the STA and the public noticing in accordance with the Brown Act. The STA Clerk of the Board does forward the PCC agenda to each City Clerk for the seven cities and the Clerk for the County Board of Supervisors to be posted in their respective communities. Additional public noticing is coordinated with the transit operators and through the STA website.

*Finding #3*

*The passenger call logs indicate that approximately 95% of calls are complaints. They are virtually the same complaints lodged by users of the system on the call logs at the Public hearing on Unmet Transit Needs and the Paratransit Coordinating Council meetings. It is apparent that the agencies are not making a joint effort to address these issues.*

*Recommendation #3*

*Regular joint meetings of the Paratransit Coordinating Council, MV Transportation and the City of Fairfield Transit Manager should resolve repetitive complaints brought forth by the riders.*

As the agency responsible for coordination of the PCC in Solano County, the STA staff responded to the Solano County Grand Jury by clarifying the role and responsibilities of the PCC as specified in state statute and adopted guidelines. The PCC does serve in the role of an advocate and forum for improved availability of transit services for the elderly, disabled, minorities, economically disadvantaged, and other transit dependent persons, and as an advisory group to the STA and MTC in the expenditure of all paratransit revenues. However, the PCC does not have the responsibility for providing oversight to local transit operations and their contracted transit providers. With the recent decision to dissolve the intercity paratransit service, known as Solano Paratransit, the STA no longer has an oversight role in the provision and operation of this paratransit service.

Per the requirement stipulated in the Solano County Grand Jury's letter, the STA submitted its response letter on October 7, 2009.

**Fiscal Impact:**

None

**Recommendation:**

Receive and file.

Attachments:

- A. Solano County Grand Jury Letter and Grand Jury Report dated July 9, 2009, entitled, "Solano Paratransit Report: July 9, 2009"
- B. STA Response Letter to the Solano County Grand Jury dated October 7, 2009

**GRAND JURY**

**Hall of Justice**  
**600 Union Ave**  
**Fairfield, California**  
**94533**  
**(707) 207-7302**  
**Facsimile (707) 436-2270**

[jbharrison@solanocourts.com](mailto:jbharrison@solanocourts.com)

**RECEIVED**

JUL 13 2009

SOLANO TRANSPORTATION  
 AUTHORITY

July 9, 2009

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

Re: 2008-2009 Grand Jury Report Entitled: **Solano County Paratransit**  
 Report Date: **July 9, 2009**

Enclosed please find a copy of the above named report by the 2008-2009 Solano County Grand Jury. This report is provided to you **in advance of public release** as provided for in Penal Code §933.05(f). Please note that Penal Code §933.05(f) specifically prohibits any disclosure of the contents of this report by a public agency, its departments, officers or governing body prior to its release to the public, which will occur on **June 13, 2009**.

**You are required to respond in writing to the Presiding Judge** and provide an electronic copy to the Grand Jury regarding the Findings and Recommendations contained in the report pursuant to Penal Code §933.05. This section of the Penal Code is very specific as to the format of the responses. The Penal Code is also specific about the deadline for responses. You are required to submit your response to the Grand Jury **within 90 days on or before October 7, 2009**.

Please send your **written** responses to:

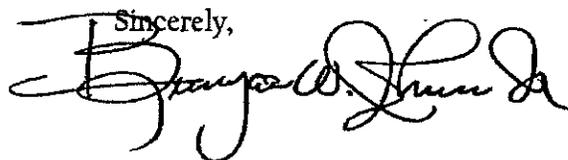
Ramona Garrett  
 Presiding Judge of the Superior Court  
 Solano Superior Court  
 600 Union Ave  
 Fairfield, CA 94533

and provide an **electronic copy**, original form (not pdf.) to the Grand Jury office at [jbharrison@solanocourts.com](mailto:jbharrison@solanocourts.com).

Page Two

---

Responses are public records. Should you have any questions, please contact Jamielynn  
Harrison, Administrative Assistant to the Grand Jury, at (707) 207-7302.

Sincerely,  


Bunyan W. Johnson, Jr.  
Foreman  
2008-2009 Solano County Grand Jury

BWJ/jh  
Enclosure

## **SOLANO COUNTY PARATRANSIT 2008-2009 Grand Jury Report**

### **REASON FOR INVESTIGATION**

The 2008-2009 Solano County Grand Jury elected to investigate the Paratransit service available in Solano County.

### **ACTIONS TAKEN BY GRAND JURY**

- Attended a Solano County Public Hearing on Unmet Transit Needs
- Attended a Paratransit Coordinating Council meeting
- Interviewed Transit Program Manager/Analyst
- Interviewed City of Fairfield Transit Manager
- Reviewed Fairfield and Suisun City Paratransit Program Overview
- Reviewed Informational Transit Brochures
- Reviewed Fairfield And Suisun Transit Passenger Phone Call Log: July 2008-April 2009
- Inspected a Paratransit Bus

### **BACKGROUND/SUMMARY**

The Solano County Paratransit services have been provided since 1975. The requirement to meet the Americans with Disability Act (ADA) has been in effect since 1990. The buses currently in use accommodate 16 passengers: 12 passengers with standard seating and four with wheel chair positions. There are a total of 16 buses available, six are owned by the City of Fairfield and 10 are owned by the Solano Transportation Authority (STA). The contract for operation, service and maintenance of these vehicles is currently with MV Transportation, Inc.

To become eligible to use the Solano County Paratransit system, people have to qualify through completion of forms and doctor verification to become ADA-qualified. People desiring to use the service must complete an ADA Certification Application, available from Solano County Paratransit or the City of Fairfield's website. Once the application is completed and received by the City of Fairfield, the applicant may be contacted to verify information on the application or may be asked to attend an in-person assessment of their disability.

To commute within Solano County, the passenger must call to make arrangements to be picked up, state the time they need to arrive at their destination and provide the return trip information if needed. The passenger needs to be ready 15 minutes prior to the arranged pick-up time and if the bus is running late, allow 15 minutes after the scheduled pick-up time. When a passenger does not show up for a scheduled ride, transit staff sends a warning letter. If the same passenger does not show up as scheduled three times in one month, service can be suspended for 30 days. The buses travel throughout Solano County; however, if transportation is needed beyond the County, transfers to other systems must be arranged.

Grand Jury members obtained temporary permission to ride on a Paratransit vehicle. When attempting to schedule a pick-up, several obstacles arose. First, more than three minutes elapsed on hold before the dispatcher picked up the call. Second, another dispatcher's conversation could be heard, making it difficult to understand and arrange for transportation. Third, scheduling was difficult because the range of time given for pick-up and return exceeded five hours, which was unreasonable for this situation. The attempt to ride the system was aborted.

The Transit Manager subsequently arranged an off-site inspection of a Paratransit bus for the Grand Jury. The bus was completely ADA-compliant with seat belts for all passengers and a wheel chair lift. It was observed that no First-Aid kit was aboard and the driver did not carry current CPR certification. According to a driver of a Paratransit vehicle, First-Aid kits on vehicles and CPR-certification are no longer required. The driver stated that if a medical emergency arises, the policy is to call the Emergency Medical System (911). Drivers are required by the State of California to have an annual medical examination and are required to carry a card indicating their health level is adequate to perform driving duties. Drivers must also have a valid Class B license. The Grand Jury requested from the City of Fairfield Transit Manager the reason for the lack of First-Aid kits and the discontinuation of the CPR-requirement for drivers. At the time of this report, no answer has been received.

The inspected bus was one of four 2007 models. The remaining 12 are older buses that date back to 2002.

The Public Hearing on Unmet Transit Needs held on December 15, 2008, addressed issues from the December 4, 2007 hearing. The issues were:

- There is a need for more service and better coordination of Fairfield/Suisun Transit
- Requests made for more local service in Benicia
- Concerns about Dial-A-Ride/Solano Paratransit service including: late pick-ups, early pick-ups, long trips, shortened dialysis treatments

At the Paratransit Coordinating Council (PCC) meeting of March 20, 2009, several users of the Paratransit service were in attendance. Complaints voiced by users included: late pick-ups, missed pick-ups, no after-hours return call backs. As many of the rides are to medical appointments and scheduled classes, this necessitates on-time pick-ups. Complaints were also received about passengers left waiting for return rides. These same issues were addressed at the Public Hearing on Unmet Transit Needs.

Notice of the Public Hearing on Unmet Transit Needs and PCC meetings is handled by the STA. Meeting locations for PCC rotate throughout the County. According to the Transit Program Manager/Analyst, fliers are posted on the buses and other locations but not in the local newspapers.

According to complaints by users, communications between dispatch and passengers are lacking. One example is that if the after-hours phone number is used, there is no confirmation that the call was received or that a pick-up has been scheduled. The Transit Manager informed the Grand Jury that retrieving the night-time phone messages was the first item of the work day. This is contradictory to the complaints of the passengers.

The Fairfield And Suisun Transit (FAST) passenger phone call logs include calls made in reference to FAST, Dial-a-Ride and Paratransit. The nine-month log had a total of 261 calls. Approximately 95% of the calls were complaints. The majority of complaints included:

- Driver/Staff attitude
- Bus did not appear as scheduled or at all
- Safety issues
- Scheduling/communications

These complaints are the same as the ones listed for action at the December 2008 Public Hearing on Unmet Transit Needs and were the main concerns of people in attendance at the PCC meeting on March 20, 2009. According to the Transit Program Manager/Analyst, these same issues are not being communicated among the various transit agencies.

## **FINDINGS AND RECOMMENDATIONS**

**Finding 1** – Notice of the Public Hearing on Unmet Transit Needs and the Paratransit Coordinating Council is not well advertised. Publicity is handled by the Solano Transportation Authority.

**Recommendation 1** – Notice of upcoming meetings should be released by the Solano Transportation Authority to County newspapers allowing enough time for people wishing to attend to plan accordingly as required by the Brown Act. Additional notices should also be posted at public sites.

**Finding 2** – Complaints heard at the Public Hearing on Unmet Transit Needs and the Paratransit Coordinating Council indicated a definite lack of effective telephone communications. Scheduling of rides is a difficult process and lack of follow-up leaves a level of uncertainty in the minds of the users. The close proximity of dispatchers to each other in the call center creates difficulties for callers due to background conversations.

**Recommendation 2** – Managers/Supervisors of MV Transportation should enforce existing policy which requires that all calls are returned and rides confirmed. This should be PRIORITY ONE at the start of each business day and emphasis should be placed on returning calls. Background noise at the call center needs to be reduced.

**Finding 3** – The Passenger Call Logs indicate that approximately 95% of calls are complaints. They are virtually the same as complaints lodged by users of the system on the Call Logs at the Public Hearing on Unmet Transit Needs and the Paratransit Coordinating Council meetings. It is apparent that the agencies are not making a joint effort to address these issues.

**Recommendation 3** – Regular joint meetings of the Paratransit Coordinating Council, MV Transportation and the City of Fairfield Transit manager should resolve repetitive complaints brought forth by the riders.

**Finding 4** – There are no First-Aid kits on the vehicles and CPR-certification is no longer required for drivers. This could lead to situations where riders who experience medical emergencies on transit vehicles may not receive timely care. Response time of Emergency Medical personnel varies.

**Recommendation 4** – Whether or not these things are required by law, the presence of a First-Aid kit, which includes equipment for universal medical precautions and a CPR-certified driver, could improve the safety of the riders.

## **COMMENTS**

Solano Paratransit Service runs Monday through Friday from 7:00 a.m. to 7:30 p.m. and Saturday 8:00 a.m. to 5:00 p.m. While service is available on Saturday, it is limited to three buses. Additional Saturday service and limited Sunday service would benefit passengers and could possibly eliminate some of the Monday through Friday scheduling problems. Grants may be available to assist with revenue needed to increase service. In the absence of revenue from other sources, a reasonable fare increase could be implemented to offset the additional costs of operating more buses on Saturday and Sunday.

## **RESPONDING AND AFFECTED AGENCIES**

Solano Transportation Authority  
City of Fairfield - Transit Manager  
Board of Solano County Public Hearing on Unmet Transit Needs  
Paratransit Coordinating Council  
MV Transportation, Inc.

## **COURTESY COPY**

City of Fairfield City Manager  
Solano County Board of Supervisors



Solano Transportation Authority

# SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

... working for you!

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074  
Email: staplan@sta-snci.com ♦ Website: solanolinks.com

October 7, 2009

*Via Hand Delivered*

The Honorable Ramona Garrett  
Presiding Judge of the Superior Court  
**Solano Superior Court**  
600 Union Avenue  
Fairfield, CA 94533

**RE: FY 2008-09 Grand Jury Report  
Solano County Paratransit**

Dear Judge Garrett:

This letter is in response to your letter dated July 9, 2009 (attached) to the Solano Transportation Authority (STA) regarding the Solano County Grand Jury's report on the Solano County Paratransit. In that letter, the STA was requested to respond in writing to the Solano County Paratransit Report which was released, according to the July 9 letter, a month prior on June 13. A response to the Solano County Paratransit Report was requested on or by October 7, 2009.

Regarding the substance of the Solano County Paratransit Report, the STA is responding to Finding and Recommendations 1 and 3. The two other findings do not relate to the STA.

***Finding 1** – Notice of the Public Hearing on Unmet Transit Needs and the Paratransit Coordinating Council is not well advertised. Publicity is handled by the Solano Transportation Authority.*

***Recommendation 1**- Notice of upcoming meetings should be released by the Solano Transportation Authority to County newspapers allowing enough time for people wishing to attend to plan accordingly as required by the Brown Act. Additional notices should also be posted at public sites.*

**RESPONSE:**

The Unmet Transit Needs Public Hearing for Solano County is the responsibility of the Metropolitan Transportation Commission (MTC), not STA. As requested by MTC, the STA assists with the public outreach for the Solano Unmet Transit Needs Hearing by reviewing, updating and supplementing a mailing list of several hundred people who are directly notified of the hearing, distributing flyers for Solano transit operators to place on buses, and announcing through various agendas such as the Solano Transportation Authority Board, Paratransit Coordinating Council, Transit Consortium, and Technical Advisory Committee. MTC conducts further outreach as well.

The Solano Transportation Authority's Paratransit Coordinating Council (PCC) falls under the Brown Act. The agenda is prepared a week in advance of the bi-monthly meetings. STA's Clerk of the Board follows the standard process for public noticing the PCC agenda in public locations. The

PCC annual meetings calendar is posted on the STA webpage and once the agenda is prepared it is posted in full in advance of meetings. The PCC agenda is distributed by the STA Clerk of the Board to the clerks for all seven cities and the County for public posting prior to each PCC meeting. For the past two years, to increase visibility and public access, the PCC meeting location has moved around the county rather than always meeting in Fairfield. Additional notifications are provided to the transit operators to place them on vehicles in the communities where the meeting is being held. Meetings are structured to start with presentations that are of interest to not only the committee, but the public as well. These efforts have generated more public interest and attendance at the PCC meetings. Along with the database of the PCC members, the STA maintains a mailing list of individuals who have expressed interest in receiving a PCC agenda or notification of the agenda being posted on the web. The list of approximately 50 people is updated with each meeting.

***Finding 3** – The Passenger Call Logs indicate that approximately 95% of calls are complaints. They are virtually the same as complaints lodged by users of the system on the Call Logs at the Public Hearing on Unmet Transit Needs and the Paratransit Coordinating Council meetings. It is apparent that the agencies are not making a joint effort to address these issues.*

***Recommendation 3** – Regular joint meetings of the Paratransit Coordinating Council, MV Transportation and the City of Fairfield Transit manger should resolve repetitive complaints brought forth by the riders.*

**RESPONSE:**

The PCC acts as the social services transportation advisory committee (SSTAC) as mandated by Section 99238 of the California government Code for Solano County. California's Transportation Development Act (TDA) statute requires that the SSTAC/PCC review Solano Transit operators' annual TDA claims. The PCC is also tasked by the Metropolitan Transportation Commission (MTC) to review and score Federal Transit Administration (FTA) 5310 grant applications for Solano County applicants and make recommendations to the STA Board before MTC will review them and submit them to the State of California for review and action.

Along with the above responsibilities, the PCC's By-Laws identify three purposes of the PCC:

1. The Council shall serve as an advocate for improved availability of transit services for the elderly, disabled, minorities, economically disadvantaged and other transit dependent persons.
2. The council shall advise the Solano Transportation Authority, the Metropolitan Transportation Commission, and other appropriate funding agencies in the expenditure of all available paratransit revenues.
3. The Council shall serve as a forum to bring together the diverse perspectives of those individuals and groups seeking to provide the best possible transportation services for the above designated transit dependent individuals.

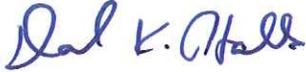
Each PCC meeting provides a forum for public and council comments at which time paratransit service users have raised issues. Agendas have included a standing item for transit operators to provide updates on their services and respond to issues that have been raised. The PCC provides a forum to exchange information, however, the PCC does not have the responsibility for providing oversight to local transit operations and/or their contractors. This is the responsibility of the local agency and their contracted transit providers.

*STA Ltr. to Judge Ramona Garrett, Solano Superior Court – Grand Jury dated October 7, 2009  
Re. Grand Jury Report, Solano County Paratransit Report*

---

If you have any additional questions regarding this issue, please contact Elizabeth Richards, STA's Director of Transit and Rideshare Services at (707) 424-6075.

Sincerely,



Daryl K. Halls  
Executive Director

cc: STA Board Members  
Chuck Lamoree, STA Legal Counsel

**THIS PAGE INTENTIONALLY LEFT BLANK.**



DATE: October 6, 2009  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Funding Agreement Amendments for Vacaville and East Fairfield  
Community Based Transportation Plans

---

**Background:**

The Community Based Transportation Planning (CBTP) studies are a result of a regional effort led by the Metropolitan Transportation Commission (MTC). The goal of MTC's Community Based Transportation Planning program is to implement the recommendations of the Lifeline Transportation Network Report included in the 2001 Regional Transportation Plan (RTP) and MTC's Environmental Justice report. Those reports identified transit needs in economically disadvantaged communities throughout the Bay Area. Three communities in Solano were identified as part of this report: Dixon, Cordelia/Fairfield/Suisun City, and Vallejo. These studies have been completed. The next communities that meet the criteria as economically disadvantaged communities in Solano County and identified to be studied by MTC are Vacaville (Markham area) and East Fairfield particularly along the Tabor Avenue corridor.

**Discussion:**

The key component of these studies is community involvement. The community's input is critical to identify the needs, but also to identify the priorities once the participants understand the parameters of the transportation system and resources. These CBTP studies can identify a wide array of potential solutions including, but not limited to fixed-route transit. Often the transportation obstacles identified are significant, but not large in scale. Creative, non-traditional solutions that fit the scale of the obstacles facing the target population have been encouraged.

At the beginning of the study, a variety of stakeholders will be identified who represent a wide range of organizations who interact with the study's target population (low-income residents): employers, social services, community and business organizations, churches, and transportation providers. They will provide input to the study by identifying key transportation obstacles, issues, and mitigation strategies. The mitigation strategies are prioritized. Priority projects identified in the Community Based Transportation Plans are eligible for Lifeline Transportation Funds.

A significant portion of the Lifeline program, and the most flexible funding, was from State Transit Assistance Funds (STAF). The East Fairfield and Vacaville CBTPs were due to be completed by December 31, 2009. The continual reductions to the STAF by the State Legislature resulted in future funding of Lifeline/STAF projects becoming

unclear and the value of completing future CBTPs for future cycles of Lifeline/STAF less urgent. With other higher priority projects underway, these studies were not begun. STAF funding is available to move these studies forward now. To better focus on staff and consultant resources, it is proposed that these studies be completed sequentially rather than concurrently. This fiscal year, it is proposed to focus on the Vacaville CBTP and next fiscal year on the East Fairfield CBTP. Based on this approach, STA staff recommends that the funding agreement for the Vacaville CBTP be extended until October 31, 2010 and the East Fairfield CBTP funding agreement extended until June 30, 2011.

**Fiscal Impact:**

None. The STA will receive funding from MTC for these studies which are currently in STA's FY 2009-10 and FY 2010-11 budgets.

**Recommendation:**

Authorize the Executive Director to amend the terms of the CBTP Funding Agreements with MTC as follows:

1. Extend the term of the Vacaville CBTP to October 31, 2010; and
2. Extend the term of the East Fairfield CBTP to June 30, 2011.



DATE: September 30, 2009  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Jobs Access Reverse Commute (JARC) Application Scoring and Recommendation and New Freedom Applications

---

### **Background**

Federal Transit Administration (FTA) Section 5316 Job Access and Reverse Commute (JARC) funds are directed to services that provide transportation to low income individuals. The JARC Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities, and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. JARC funding for small-urban and rural projects are administered by Caltrans and available in two categories:

- Approximately \$3 million for JARC small-urban projects
- Approximately \$1.4 million for JARC rural projects

Caltrans announced a Call for Projects for Federal Transit Administration (FTA) Section 5316 JARC in March 2009. The application and information was posted on Caltrans's website and Solano Transportation Authority (STA) posted an announcement, information, and link to Caltrans on STA's website. Since Caltrans revised the application twice, they extended the initial due date from June 26<sup>th</sup> to August 31<sup>st</sup>.

### **Discussion**

The Metropolitan Transportation Commission (MTC), through a Memorandum of Understanding (MOU) with Caltrans, delegated the scoring of the JARC applications to the Lifeline Administrators for the small urbanized areas. The three small-urban areas in Solano County are Benicia/Vallejo, Fairfield/Suisun and Vacaville.

JARC applications were due to the STA by August 31, 2009. STA received one application from Vallejo Transit for Route 5 to continue the extended service to Solano Community College in Vallejo. Route 5 provides fixed route services to and from Solano Community College in Vallejo providing access to both educational and employment opportunities. Vallejo Transit has previously been awarded JARC funding for Route 5 for the start-up services beginning August 2008. This proposal is seeking to continue the service.

STA's Lifeline Committee (Attachment A) met Friday, September 11<sup>th</sup> and invited the applicant to present their project. STA's Lifeline Committee scored the application giving the Route 5 project an average score of 89 out of 100. STA staff is presenting the Lifeline Committee recommendation on Vallejo Transit JARC application to the STA Board for support. Since the recommendation was due to MTC by September 25<sup>th</sup>, STA has submitted the Lifeline Advisory Committees recommendation in a draft form pending the STA Board approval.

MTC still needs to certify that the project is in the region's Coordinated Plan and obtain approval from the Commission before submitting the project to Caltrans. All JARC projects will be awarded through a statewide competitive selection process. Caltrans will evaluate all JARC project applications through a JARC/New Freedom review committee to determine the extent to which the proposed projects meet the overall program goals and objectives. Caltrans anticipates announcing the recipients in January 2010 and awarding the funds in March 2010.

The JARC submittals for the rural projects are due directly to Caltrans by October 31, 2009.

New Freedom applications for small urban and rural areas are due to Caltrans postmarked by October 31, 2009. Several local jurisdictions are in the process of preparing New Freedom applications. This is a statewide competitive process with \$1.6 million for small urban areas and \$0.7 million available for rural areas. Discussions among the transit operators and STA staff are in progress to strategize and improve coordinate applications from Solano to maximize the likelihood of securing New Freedom funds.

**Fiscal Impact:**

There is no impact on the STA budget.

**Recommendation:**

Approve the following:

1. Support Vallejo Transit's Route 5 JARC application; and
2. Authorize the Executive Director to submit a letter of support to MTC for this project.

Attachment:

- A. Lifeline Advisory Committee



**LIFELINE ADVISORY COMMITTEE MEMBERS  
2009**

---

Cookie Powell, Dixon Community Action Council (CAC)

Gerry Raycraft, Children's Network

Gail Jack, County of Solano, Health and Social Services/Welfare to Work

Jamie Johnson, Paratransit Coordinating Council (PCC) member & Social Service  
Provider – Solano Diversified Services

Vacant, Member At- Large

Jeff Matheson, STA Intercity Transit Consortium & Dixon Read-Ride

**THIS PAGE INTENTIONALLY LEFT BLANK.**



DATE: October 2, 2009  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Paratransit Coordinating Council (PCC) Appointment

---

**Background:**

The Paratransit Coordinating Council (PCC) currently has three (3) vacancies; one (1) vacancy for Social Service Provider, one (1) vacancy for transit user and one (1) vacancy for Public Agency/County of Solano. PCC candidates are encouraged to attend at least two (2) PCC meetings and submit a letter of interest to the PCC.

**Discussion:**

Joseph Kurt Wellner would like to participate with the Paratransit Coordinating Council based on to his desire to represent the disabled ridership. Mr. Wellner is a Fairfield resident and submitted his interest in becoming a PCC member as a transit user (Attachment A). Mr. Wellner has been periodically coming to PCC meetings for the past two years and attended the Senior and Disabled Transportation Summit. Mr. Wellner is familiar with the disabled community and he wants to become involved with the PCC to advocate for the seniors and disabled in Solano County.

At their September 2009 meeting, the PCC supported his application request into the PCC and recommended the STA Board appoint Kurt Wellner to the PCC.

**Fiscal Impact:**

None.

**Recommendation:**

Appoint Joseph Kurt Wellner as a transit user representative to the PCC for a 3-year term.

Attachment:

- A. Joseph Kurt Wellner's Application for Paratransit Coordinating Council Interest

# paratransit coordinating council interest



### CONTACT INFORMATION

name J. Kurt Wellner  
 street address 2000 Clay Bank Rd # Q1  
 city, state, zip Fairfield CA 94533  
 home phone 707-425-7234 work phone 707-939-6343  
 email address vndeshell@peoplepc.com

### I WOULD LIKE TO FILL THE FOLLOWING POSITION

transit user (3)       member-at-large (2)       public agency (2)       social service provider (4)

### LETTER OF INTENT/INTEREST TO SERVE ON THE STA'S PARATRANSIT COORDINATING COUNCIL

Summarize the reason you would like to participate in the STA's Paratransit Coordinating Council. Include what experience (work or otherwise) qualifies you:

Just experience with paratransit both good  
& bad, I think I have insights that might help

### AGREEMENT AND SIGNATURE

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand that if I am accepted as a volunteer, any false statements, omissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

name (printed) Joseph Wellner  
 signature [Handwritten Signature] date 6.26.09

cut after tape closed, this side interior



DATE: October 1, 2009  
TO: STA Board  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: Solano Napa Commuter Information (SNCI)'s Vanpool Incentive Program

---

**Background:**

Solano County has the highest rate of vanpooling in the Bay Area. Nearly 200 commuter vanpools operate in Solano County daily and a dozen operate in Napa County. These are primarily owner-operated and privately leased vanpools. Most of these vanpools originate in Solano and travel to San Francisco, South San Francisco, and the Oakland area. Additional vanpools travel to Sacramento, from Sacramento to the Bay Area with pick-up points in Solano, and a variety of other locations.

Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program supports existing vanpools and assists new vanpool start ups that travel from, through and to Solano and Napa counties. With an average of 12 passengers per vanpool, the vanpools carry 2400 individuals a day (equivalent to 4800 trips/day) and are an important component of Solano's transportation system. Currently, SNCI administers two vanpool incentives, the Vanpool Start-up Subsidy and the Back-up Driver Incentive. The objective of these incentives is to encourage the formation of new vanpools and retain existing vanpools.

The Vanpool Start-up Subsidy is designed to encourage the formation of vanpools and help get them on the road. Vanpool drivers/coordinators are offered a subsidy in the form of gas cards during the first four months, while their van is at least 70% full and they are actively recruiting new passengers. Vans can receive \$100 worth of gas cards per empty seat during the first eligible month, \$75 during the second month, \$50 during the third month, and \$25 during the fourth and final month of the incentive program.

The Back-up Driver Incentive is designed to keep active vanpools on the road by encouraging passengers to become back-up drivers to avoid primary driver burn out. Back-up drivers are vital to vanpool longevity. Back-up drivers are offered \$100 in gas cards over two months after demonstrating that they have driven at least 5 times each month.

**Discussion:**

Staff is proposing to add two additional vanpool incentives, one to encourage individuals to become the primary drivers of new vanpools and another to recognize the efforts of long-term vanpool drivers while getting information about the vanpools through a survey.

The number of new vanpool starts destined for Solano or Napa counties has been decreasing in recent years. During Fiscal Year (FY) 2008-09, only eight new vanpools were formed with destinations in Solano and Napa counties. The **New Vanpool Driver Incentive** would support the formation of new vanpools to Solano and Napa counties by encouraging new drivers.

Primary drivers of new vanpools going to, from or through Solano and Napa counties could receive up to \$300 in gas cards for starting a new vanpool. New drivers, starting after July 1, 2009, would receive \$100 each month for the first 3 months. The incentive goes to one primary driver per new vanpool. The first incentive will be sent out upon receipt of the completed “New Vanpool Driver Incentive Registration,” along with two additional “free gas” incentive vouchers. After each subsequent month for the next two months, the driver will submit a voucher and receive \$100 each month in gas cards.

The stability of the vanpools traveling to, from, and through Solano and Napa counties is critical to helping ease commuter congestion. The **Van Driver Recognition Reward** would recognize long-term vanpool drivers annually with a nominal (\$10) gift card. Staff would use this opportunity to obtain information about the vanpools through a survey and enter those vanpool drivers who return the completed survey in a prize drawing. The recognition mailing would also remind drivers to renew their Motor Vehicle Record (MVR) records and medical exams.

**Fiscal Impact:**

The cost to implement these incentives is approximately \$9,000 per year which would be funded with existing SNCI Transportation for Clean Air (TFCA) and Eastern Congestion Mitigation and Air Quality (CMAQ) funds dedicated to SNCI rideshare incentives.

**Recommendation:**

Authorize staff to implement SNCI’s New Vanpool Driver Incentive and the Van Driver Recognition Reward programs.



DATE: October 1, 2009  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Federal Legislative Advocacy Services Contract Amendment

---

**Background:**

Since 2001, the STA's federal lobbying efforts have been in partnership with the Cities of Fairfield, Vacaville and Vallejo. Each agency has participated equally in the funding of a contract for federal advocacy services. The STA's federal advocacy efforts have focused on obtaining federal earmarks for five priority projects: 1) the I-80/I-680/State Route (SR) 12 Interchange, 2) Jepson Parkway/Travis Air Force Base Access Improvements, 3) the Vallejo Ferry Station, 4) Alternative Fuel SolanoExpress Buses, and 5) the Fairfield/Vacaville Intermodal Station.

STA entered into a contract last year with Akin Gump Strauss Hauer & Feld LLP (Akin Gump) to perform the services that STA needs to be effective and to meet STA's needs in Washington, D.C. The contract term is from February 16, 2008 through February 15, 2010. Akin Gump has provided quality guidance to the STA Board and staff, and representation to our congressional representatives to position Solano County for federal funding earmarks.

**Discussion:**

The current two-year contract for federal legislative advocacy services with Akin Gump (February 16, 2008 to February 15, 2010) is for the annual amount of \$100,800, inclusive of all expenses in a monthly retainer of \$8,400. The costs for the contract are equally distributed to the four participating agencies, with STA's current contribution being \$2,100 per month or \$25,200 per year.

The City of Dixon has requested to join in the federal legislative contract with the STA. Due to the smaller size of the city, staff recommends their contribution would be \$15,000 annually and supplement the current contributions of the other four agencies. Staff recommends entering into Contract Amendment #1 with Akin Gump for a 25-month contract term of December 1, 2009 through December 31, 2011, for the annual amount of \$115,800. This term is designed to parallel the projected 18-month to two-year schedule for the transportation authorization bill.

Akin Gump provides valuable assistance to STA on federal matters. The team, including Susan Lent, former counsel to the House Transportation Committee and a partner at the firm, and Vic Fazio, a former member of Congress from Solano County, provides

strategic advice and has been engaged with members of Congress on STA's behalf. Attachment A is a list of their efforts and areas where they have provided assistance over the course of the current contract.

STA staff recommends the STA Board approve the amendment adding the City of Dixon and the extension of the contract with Akin Gump through the authorization of the federal transportation bill.

**Fiscal Impact:**

The fiscal impact for STA is \$52,000 (\$25,200 per year) for the 25-month contract period. This contract is included in the Fiscal Year (FY) 2009-10 and FY 2010-11 General Operations Services Budget.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to enter into a 25-month Contract Amendment #1 with Akin Gump Strauss Hauer & Feld LLP (Akin Gump) from December 1, 2009 through December 31, 2011 at a total cost not-to-exceed \$241,250;
2. The expenditure of an amount not to exceed \$52,500 to cover the STA's contribution for this 25-month contract; and
3. Authorize the Executive Director to enter into contract with the Cities of Dixon, Fairfield, Vacaville and Vallejo in a continued partnership to provide federal advocacy services in pursuit of federal funding for the STA's priority projects.

Attachment:

- A. Akin Gump Federal Legislative Advocacy Efforts for STA

Akin Gump Federal Legislative Advocacy Efforts for the Solano Transportation Authority  
February 16, 2008 through September 30, 2009  
October 1, 2009

- Akin Gump has assisted STA in developing its federal platform, including identifying federal funding opportunities and strategies for pursuing funding and advising STA staff on developments with federal laws and policies. Akin Gump drafted funding requests for members of the STA congressional delegation to submit to the House and Senate appropriations and authorizing committees.
- Akin Gump scheduled meetings in Washington for STA Board members with members of Congress and staff during STA's annual trips to Washington and assisted STA in developing strategies for communicating its priorities during those meetings.
- Susan Lent makes presentations to the STA Board and participates in telephone conferences to provide updates and strategic advice.
- Akin Gump keeps STA apprised of developments in Washington on a regular basis as well as through a written monthly report.

Appropriations

- Akin Gump assisted STA in securing \$1,235,000 in earmarks in fiscal year 2009, including \$760,000 for hybrid bus replacement and \$475,000 for the Vacaville Intermodal Station.
- Akin Gump also has assisted STA in securing funding in fiscal year 2010. While Congress has not completed work on the fiscal year 2010 transportation appropriations legislation, the House bill includes \$500,000 for alternative fuel bus replacement and \$500,000 for the Vacaville Transportation Center. These earmarks were sponsored by Congressman Miller. Since Congresswoman Tauscher had announced her departure when the bill was drafted, she received substantially fewer earmarks than in the past.
- Congress has earmarked significantly fewer dollars in recent years and STA has fared well when compared with other transportation agencies and considering the fact that our members of Congress represent multiple counties.

Reauthorization

- The Akin Gump team assisted STA in developing its funding requests and strategies for the reauthorization of the surface transportation legislation. While Congress has extended current law as it grapples with funding and other issues, the STA congressional delegation submitted funding requests for five STA projects, including: the I-80/I-680/SR12 Interchange (\$45,000,000) (Feinstein and Miller), alternative fuel buses (\$2,000,000) (Miller), the Vacaville Intermodal Station (\$1,500,000) (Miller), the Fairfield Transportation Center (\$16,455,000) (Tauscher), and Travis Air Force Base North Gate Access (\$5,000,000) (Tauscher).

- Susan Lent assisted STA in developing an outreach strategy for members of Congress and staff focused specifically on the I-80/680/SR 12 Interchange project and we have received positive feedback on our efforts.
- Akin Gump drafted a detailed summary of the House Transportation Committee's reauthorization bill and how the programs and policies may affect STA programs, projects and operations.

#### 2010 Platform

- Akin Gump is working with STA staff on developing STA's federal platform for fiscal year 2011. Akin Gump has reviewed and assessed projects and is advising STA on strategies for pursuing federal funds, including whether to pursue funding from non-traditional programs, including the Department of Education or Housing and Urban Development. If Congress continues with earmarking fewer projects, then there will be additional opportunities for pursuing discretionary funding. The Akin Gump team will apprise STA staff of opportunities for pursuing funding from federal agencies, including the U.S. Department of Transportation, and will arrange meetings with DOT officials to discuss STA priorities.



DATE: September 30, 2009  
TO: STA Board  
FROM: Kenny Wan, Assistant Project Manager  
RE: American Recovery and Reinvestment Act Update

---

**Background:**

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA), which enacted a \$787 billion economic recovery package calling for significant new spending as well as tax cuts. It is estimated that the Metropolitan Transportation Commission (MTC) will receive roughly \$150 million through the Surface Transportation Program's Local Streets & Roads program and \$340 million in Federal Transit Administration formula funds for a total regional ARRA formula distribution of roughly \$490 million. Of this funding, approximately \$13.3 million has been programmed into Solano's Local Street and Road projects and approximately \$14.6 million has been programmed into transit capital projects in the county. The ARRA bill created tight deadlines for the obligation, award and construction of projects. To meet the ARRA bill's deadlines, Caltrans and MTC developed stricter deadlines to meet these project delivery milestones.

**Discussion:**

This report provides a status update of all ARRA funded projects, MTC's regional cost saving policy, and STA staff's reprogramming recommendations for cost savings due to low bids in Solano County.

**Local Street and Road ARRA Fund**

The ARRA funding for Local Street and Road project has two cycles; Regional ARRA Fund (Tier 1) and State ARRA Funding (Tier 2). Tier 1 funding has MTC obligation deadline of May 31<sup>st</sup> (June 30 for Caltrans) while Tier 2 funding has a later obligation deadline of November 2009. (see table below) As of early August, all agencies in Solano County have obligated Tier 1 funding.

	MTC Obligation Deadline	Award Deadline
Tier 1 (Regional)	May 31, 2009	September 30, 2009
Tier 2 (State)	November 30, 2009	June 30, 2010
ARRA TE	June 30, 2009	December 31, 2009

Attachment A summarizes the funded projects and their current delivery status.

**MTC's Cost Savings Policy**

Normally, federal-aid projects that experience cost savings at the time of award are unable to reprogram funding. Each fiscal year, there is normally more projects "promised" funding (programmed in the Transportation Improvement Program (TIP) than there is actual money to give them (e.g., obligation authority (OA) calculated by FHWA as real tax dollars come in each year). With more projects ready to request obligations, MTC is able to obligate more funds than their Bay Area share of OA. However, if projects experience cost savings, their good deed goes toward funding the next project that needs the money, due to the oversubscription of MTC's share of OA.

Unique to the ARRA stimulus funding, projects were programmed to exactly the amount of OA made available by Federal Highway Administration (FHWA). ARRA stimulus OA not obligated, has a chance to be reprogrammed towards other projects.

Since ARRA funded projects have experienced between 10 to 40 percent costing savings at the time of contract award, MTC and Caltrans have adopted a policy to address significant cost savings upon the award of a construction contract:

- Option 1: If the environmentally cleared and obligated project scope is large enough to cover more construction activities without additional environmental review, the local agency can add work under the approved E-76.
- Option 2: Swap local cash with the Stimulus money, provided that the local cash is not required to match other Federal Aid funding.
- Option 3: If Options 1 and 2 are not possible, the excess funding will be de-obligated. MTC will reallocate the money back to the Congestion Management Agency (CMA) (eg. STA) and the CMA will reprogram the funding for other local streets and road projects within that county.

Tier 1 projects subject to the May 31, 2009 obligation deadline would have until September 30, 2009 to reobligate cost savings to another project within the same jurisdiction. Afterwards, cost saving may be de-obligated and applied to another project within the county provided an obligation request is filed no later than December 31, 2009. To minimize the workloads on Caltrans Local Assistance under Option 3, the CMA's are requested to select projects that will use no less than \$500,000 of ARRA funding. The award deadline for this new project (under Option 3) would be March 31, 2010, the same date as State ARRA funded projects.

Lastly for those projects funded by ARRA, exclusively using State ARRA funds (Tier 2), obligation must occur no later than November 30, 2009 with the contract award no later than June 30, 2010. There is a small window to address cost savings for these projects.

### **Cost Saving in Solano County**

As of September 2009, three Solano County Tier 1 projects experienced cost savings, and all others have expanded their project's scope to spend the ARRA fund on the same project (Attachment B).

The City of Benicia saved \$109,800 on the East Second Street Road Rehabilitation project and requested to reprogram this funding onto the City of Benicia State Park Road Bridge Widening project.

The City of Fairfield saved a total of \$631,400 on its ARRA overlay projects and requested to reprogram this funding on to the McGary Road Rehabilitation project. Currently, this project depends on \$500,000 of SAFETEA-LU earmark funding, which is part of a pending agreement involving the commitment of \$400,000 of Transportation Development Act (TDA) Article 3 bicycle and pedestrian funding in the future to Solano County. Should these cost savings be applied to the McGary Road project, the TDA would be made available to eligible future bike/pedestrian projects in the county.

The City of Vallejo did not experience any cost savings on their ARRA projects, but has requested the receipt of any savings experienced by other cities for its Downtown Streetscape project, which has a \$1.2M shortfall is ready to go to construction.

Based on discussions with project sponsors, STA staff recommends to deobligate \$109,800 cost saving from Benicia's East Second Street project and reobligated the saving to Benicia's State Park Road Bridge Widening project. This reprogramming will keep the cost saving in the same jurisdiction and is for a project that is a top STA priority bike and pedestrian connection in the county.

STA staff is recommending deobligating \$207,100 in cost saving from Fairfield's Gateway Blvd Resurfacing project and \$424,600 from Fairfield's East Tabor Street Resurfacing project and reobligated \$500,000 of the total \$631,700 saving on Fairfield's McGary Road Rehabilitation project. By reprogramming this funding for Fairfield's McGary Road project, this eliminates the need for a three-way agreement between Solano County, STA, and the Solano Land Trust for the use of \$500,000 of a SAFEATEA-LU earmark and makes \$400,000 of TDA Article 3 available for future bicycle and pedestrian project uses.

Lastly, after discussion at the Technical Advisory Committee meeting on Sept. 29, STA staff recommends to deobligate the remaining balance of \$131,700 from City of Fairfield's ARRA projects, and re-allocate \$62,000 to the Benicia's State Park Road Bridge Widening project, and the remainder \$69,700 be re-allocated to City of Vallejo Downtown Streetscape project.

Combining with its own cost saving from East 2<sup>nd</sup> Street, the Benicia's State Park Road Bridge Widening project will have enough funding for project completion. The reprogramming would reduce Benicia dependence on local funding. In addition, the \$69,700 saving that will allocate to Vallejo Downtown Streetscape will help contribute to the project's funding shortfall. The STA TAC unanimously supported this action at their September 29<sup>th</sup> meeting.

Attachment B summarizing the ARRA cost saving status, and Attachment C is the recommendation for the reprogramming. Except the three projects mentioned above, all Tier 1 projects will spend their requested ARRA funding with no cost saving.

### **Transit ARRA**

All transit operators in Solano County received some funding under the ARRA program. ARRA Tier 1 funding is currently available for expenditures. MTC is requiring ARRA Tier 1 Projects to be in an awarded contract by November 30, 2009. All transit operators staff have notified STA that they are confident of making this deadline. ARRA Tier 2 is contingency projects that may be funded if any regional projects in Tier 1 experience delivery obstacles. ARRA Supplemental Funding was released after ARRA Tier 1 (Attachment D). MTC is requiring that these funds be in an obligated grant by November 30, 2009 and in awarded contract by June 30, 2009. The Cities of Fairfield, Vacaville and Vallejo have or are in the process of requesting a transfer of FHWA funds to FTA which is necessary before the grant can be obligated. The ARRA FTA Section 5311 funds will be available soon. The contracts have been signed by the all agencies and returned to Caltrans for the execution of the agreements. The projects must also be in an awarded contract by November 30, 2009.

### **Fiscal Impact:**

None.

### **Recommendation:**

Approve the reprogramming of bid savings from American Recovery & Reinvestment Act (ARRA) Local Street and Road funds as specified in Attachment C.

Attachments:

- A. ARRA Local Street and Road Project Delivery Status
- B. ARRA Local Street and Road Projects Cost Saving Status
- C. Recommended Reprogramming of ARRA Local Street and Road Funds
- D. ARRA Transit Project Status

**THIS PAGE INTENTIONALLY LEFT BLANK.**

**ATTACHMENT A**

( ARRA Local Street & Road Project Delivery Status)

As of 09-15-2009

<b>Tier</b>	<b>Local Agency</b>	<b>Project Title/Description/Location</b>	<b>ARRA \$</b>	<b>Status as of August</b>
T1	City of Benicia	Benicia - East 2nd Street Overlay	\$400,000	Awarded
T1	City of Dixon	Dixon - Various Streets and Roads Rehabilitation	\$300,000	Awarded
T1	City of Fairfield	Fairfield - Gateway Boulevard Resurfacing	\$900,000	Awarded
T1	City of Fairfield	Fairfield - East Tabor Ave Resurfacing	\$900,000	Awarded
T1	County of Solano	Solano County - Various Streets Overlay	\$2,000,000	Awarded
T1	City of Suisun City	Suisun City - Sunset Avenue Road Rehabilitation	\$700,000	Awarded
T1	City of Vacaville	Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	\$260,000	Awarded
T1, T2	City of Vacaville	Vacaville - Various Streets Overlay	\$1,330,000 + \$46,000	Awarded
T1	City of Vacaville	Vacaville - GPS EVP System project	\$320,000	Obligated
T1, T2	City of Vallejo	Vallejo - Downtown Vallejo Streetscape	\$1,600,000 + \$538,000	Awarded
T1	City of Vallejo	Vallejo - Various Streets Overlay	\$1,020,000	Awarded
<b>Tier</b>	<b>Local Agency</b>	<b>Project Title/Description/Location</b>	<b>ARRA \$</b>	<b>Status as of September</b>
T2	City of Dixon	Stratford Avenue Rehabilitation	\$218,000	Environmental Cleared
T2	City of Fairfield	Suisun Valley Rehabilitation	\$538,000	Pending Environmental Clearance
T2	County of Solano	Stimulus Overlay Project Phase 2	\$360,000	Pending Environmental Clearance
T2	City of Suisun City	Main Street Rehabilitation	\$170,000	Pending Environmental Clearance

<b>Tier</b>	<b>Local Agency</b>	<b>Project Title/Description/Location</b>	<b>ARRA \$</b>	<b>Status as of September</b>
TE	City of Benicia	State Park Bridge Overcrossing	\$320,000	Bid Opening
Safety	City of Fairfield	McGary Road Safety Improvement	\$1,000,000	Environmental Cleared
TE	City of Fairfield	McGary Road Enhancement	\$640,000	Environmental Cleared
TE	County of Solano	Old Town Cordelia Enhancement Phase 2	\$800,000	Obligated

**ATTACHMENT B**

(ARRA Local Street & Road Projects Cost Saving Status)

<b>Agency</b>	<b>Tier</b>	<b>Project Name</b>	<b>ARRA Funding Requested</b>	<b>Final Obligation Amount</b>	<b>Cost Saving Status</b>
Benicia	T1	East 2nd Street Overlay	\$400,000	\$ 290,155	<b>\$109,845</b>
	TE	State Park Bridge Overcrossing	\$320,000		
Dixon	T1	Various Street & Road Rehabilitation (North Almond)	\$300,000	\$ 300,000	<b>\$0</b>
	T2	Stratford Avenue Rehabilitation	\$218,000		
Fairfield	T1	Gateway Boulevard Resurfacing	\$900,000	\$ 692,811	<b>\$207,189</b>
	T1	E. Tabor Ave Resurfacing	\$900,000	\$ 475,373	<b>\$424,627</b>
	T2	Suisun Valley Rehabilitation	\$538,000		
	TE	McGary Road Safety Improvement	\$1,000,000		
	TE	McGary Road Enhancement	\$640,000		

<b>Agency</b>	<b>Tier</b>	<b>Project Name</b>	<b>ARRA Funding Requested</b>	<b>Final Obligation Amount</b>	<b>Cost Saving Status</b>
Solano County	T1	Stimulus Overlay Project 2009	\$2,000,000	\$ 2,000,000	\$0
	T2	Stimulus Overlay Project Phase 2	\$360,000		
	TE	Old Town Cordelia Enhancement Phase 2	\$800,000		
Suisun City	T1	Sunset Avenue Road Rehabilitation	\$700,000	\$ 700,000	\$0
	T2	Main Street Rehabilitation	\$170,000		
Vacaville	T1	Peabody Road/Marshall Road Pedestrian Safety Improvements	\$260,000	\$334,713	\$0
	T1, T2	2009 Asphalt Concrete Overlay Project	\$1,376,000	\$1,518,167	\$0
	T1	Opticom Pre-emption project	\$320,000	\$ 320,000	\$0
Vallejo	T1, T2	Downtown Vallejo Streetscape	\$2,138,000	\$ 6,640,077	\$0
	T1	Various Street Overlay	\$1,020,000	\$ 1,161,883	\$0

## ATTACHMENT C

### Reprogramming recommendations for the STA Board for American Recovery & Reinvestment Act (ARRA) funds – September 29, 2009

- \$109,800 will be deobligated from Benicia's East Second Street project and reobligated on Benicia's State Park Road Bridge Widening project.
- \$207,100 will be deobligated from Fairfield's Gateway Blvd Resurfacing project.
- \$424,600 will be deobligated from Fairfield's East tabor Street Resurfacing project.
- \$500,000 will be reobligated on Fairfield's McGary Road Rehabilitation project.
- \$62,000 will be reobligated on Benicia's State Park Road Bridge Widening project.
- \$69,700 will be reobligated on Vallejo's Downtown Vallejo Streetscape project.

**ATTACHMENT D**

**Transit ARRA Tier 1 Projects**

Agency	Project	Amount	Contract Award Date	Anticipated Award Date	Contract Award Deadline
Fairfield	FAST Preventive Maintenance	\$550,000	Existing		11/30/09
Fairfield	MCI bus repower (9)	\$1,150,000		*11/30/2009	11/30/09
Fairfield	Bus Purchase/replacements (3)	\$417,747		*11/30/2009	11/30/09
Fairfield	GFI Fareboxes	\$1,017,238		*11/30/2009	11/30/09
Vacaville	Fixed Route bus replacement	\$1,734,372	3/31/2009		11/30/09
Vacaville	Vacaville Intermodal Station	\$482,702		11/11/2009	11/30/09
Vallejo	Rehab/Preventative Maintenance	\$4,000,000	Existing		11/30/09
Vallejo	Ferry Terminal ADA, Rehab	\$800,000		10/27/2009	11/30/09
Vallejo	Bus Maintenance Facility	\$812,324		10/27/2009	11/30/09
Vallejo	Repower Ferry Engines	\$2,000,000		10/27/2009	11/30/09
Benicia	Fueling Station Upgrade	\$60,000		9/30/2009	11/30/09
Benicia	Replace 12 Bus Shelters	\$72,000		9/30/2009	11/30/09

\*Reviewing several piggyback options

**ARRA Tier 2 Contingency Projects** may be funded if any region projects in Tier 1 experience delivery obstacles.

Agency	Project	Amount
Fairfield	Bus Replacement (6)	\$ 788,484
Vacaville	Vacaville Intermodal	\$ 527,655
Vallejo	Vallejo Station	\$2,009,466

**ARRA Supplemental Funding**

Agency	Project	Amount	TEAM Grant Started	FTA Transfer Requested	Obligated in Grant Deadline	Contract Award Deadline
Fairfield	GFI Fareboxes	\$172,340	Yes	In progress	11/30/09	6/30/09
Vacaville	Electronic Fareboxes	\$115,330	Yes	Yes	11/30/09	6/30/09
Vallejo	Vallejo Transit Center	\$439,212	Yes	Yes	11/30/09	6/30/09

**ARRA FTA Section 5311**

Agency	Projects	Amount	Anticipated Contract Award Date	Contract Award Deadline
Dixon	Preventative Maintenance	\$48,000	Existing	11/30/2009
Dixon	Municipal Service Center	\$381,676	11/30/2009	11/30/2009
Rio Vista	Preventative Maintenance	\$75,000	Existing	11/30/2009
STA	Paratransit Buses	\$300,000	*11/30/2009	11/30/2009

\*Waiting for State contract for buses to be awarded by Caltrans

**THIS PAGE INTENTIONALLY LEFT BLANK.**



DATE: October 1, 2009  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Status of Routes 30 and 90 Operating Agreements

---

**Background:**

The Solano Transportation Authority (STA) has managed the operation of Route 30 since 1997 when it contracted with Yolobus. In 2000, the STA Board authorized the transfer of the operating of Route 30 from Yolobus to Fairfield/Suisun Transit (now Fairfield and Suisun Transit (FAST)) and transitioned the phase out of Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management District (YSAQMD) funding for Route 30. This funding was initially replaced by pooled local Transportation Development Act (TDA) provided through a multi-agency agreement (involving Dixon, Fairfield/Suisun, Vacaville and Solano County) that the STA negotiated and subsequently super-ceded by the Intercity Transit Funding Agreement developed in 2006.

On September 13, 2006, the STA Board unanimously approved authorizing the STA to assume the responsibility for management of Route 90 and to enter into an operating agreement with Fairfield/Suisun Transit (now FAST) for the operation of Route 90. This action was taken in response to an August 16, 2006 letter received by the STA from the City of Fairfield requesting the STA Board “approve the transfer of Route 90 from Vallejo Transit to the STA effective October 1, 2006, to appoint Fairfield-Suisun Transit as the operator of Route 90 for STA, and to approve the proposed funding plan for the intercity routes as proposed in your August 10<sup>th</sup> letter” (Attachment A).

Per this arrangement, the STA Board has served as the policy board for making decisions on adjustments to fares, services changes, funding, and has received annual reports on ridership and productivity of the two routes. Beginning in 2008, a similar arrangement has been in place for Route 78 that is operated by Vallejo Transit.

**STA ROLE**

The STA’s role in supporting the operations of and providing policy oversight for intercity route services in multiple Solano County cities has evolved in recent years. Primarily in response to financial and coordination issues, the STA has been requested to lead and facilitate the development of funding plans or to coordinate with and inform the public regarding service changes and fare adjustments. In 2005, the STA developed a new cost sharing formula and the initial Intercity Transit Funding Agreement covering the operating cost for seven specified intercity transit routes, including Routes 30 and 90. This funding agreement is now in its fourth year of existence and the agreement has

provided operating stability for the two intercity operators of the seven routes, Fairfield and Vallejo, and provided a fair and equitable process for the six cities, the County, and STA that participate in the funding of the agreement.

The funding for Solano County's intercity transit routes was significantly augmented with the passage by the region's voters of Regional Measure 2 (RM 2), adding \$1 dollar to the Bay Area's seven owned bridges. Due to the successful lobbying of the STA Board and staff, and with the support of Solano County's four state legislators, Solano County receives \$1.9 million in annual operating support from the Bay Area Toll Authority (BATA) for the operations of four of seven of Solano County intercity transit routes, including Route 90. A key ingredient in STA successfully obtaining such a high level of RM 2 operating funds was the development of a coordinated countywide transit submittal with a commitment from the STA to work with the Metropolitan Transportation Commission (MTC) and Solano County's transit operators to regularly monitor and review the performance of these RM 2 funded routes and to continue to submit a coordinated RM 2 claim for Solano County. With the approval of the STA Board, Route 90 currently receives over \$500,000 annually in RM 2 operating, which covers an estimated 25% of the operating costs for Route 90.

The STA's role in providing management oversight for Routes 30 and 90 has been fairly straight forward. The focus has been on identifying, obtaining and sustaining operating and capital funds for both routes, providing increased public and countywide policy board accountability through semi-annual performance reports to the STA Board (and the STA Technical Advisory Committee and Intercity Transit Consortium), marketing of service through STA's Solano Napa Commuter Information Program and Solano Express marketing campaign, review and approval of fare adjustments and routes changes, and annual reconciliation of funding contributions by the funding contributors based on the actual cost of the service and the riders served. Quantification of the number of riders serviced was greatly enhanced following STA's completion of a countywide transit ridership survey in 2006. A second ridership survey is scheduled to be undertaken by the STA in FY 2009-10.

## **ROLE OF OTHER AGENCIES**

The current success of Solano County's seven intercity transit routes, including Routes 30 and 90 can be attributed to the partnership between the STA, the two intercity operators (FAST and Vallejo Transit), and all the funding partners for the service which includes the cities, the County, STA and MTC. Both Route 30 and 90 have benefitted from the cooperation and willingness of multiple agencies to help fund, promote and support these two routes that serve residents from multiple cities. This has been combined with a general increase in ridership and performance in the past few years. As highlighted in Attachment B, the funding for Route 30 consists of 24.6% from fares provided by passengers, 14.7% from a rural Section 5311 grant obtained by the STA for Route 30, (because the route services the City of Dixon), 6.6% is covered by American Recovery and Reinvestment Act (ARRA) funds and 4.2% percentage in Lifeline Program funds provided by STA and based on the City of Dixon's Community Based Organization (CBO) study. An additional 35.1% is funded through local TDA funds provided by all of the members of the Intercity Transit Funding Agreement (Benicia, Dixon, Suisun City, Vacaville, Vallejo and the County), exclusive of Fairfield which contributes 14.8%.

The funding for Route 90 has a different composition due to its eligibility for RM 2 funds. Currently, 45.1% of the funds is covered by passenger fares, 25.2% is covered by RM 2 funds approved by the STA, and 6.6% is covered by ARRA funds. Local TDA funds from other agencies covers 10.5% of the operating costs, exclusive of Fairfield which covers 12.5%.

**Discussion:**

Over the past year, STA staff and legal counsel have worked unsuccessfully with the City of Fairfield staff to implement the direction of the STA Board to enter into an operating agreement for Routes 30 and 90. Based on questions and a request from Fairfield staff, the purpose and basis for an agreement between STA and Fairfield was provided in a letter (Attachment C). On September 11, 2009, the STA received a letter from the City of Fairfield's City Manager, Sean Quinn, indicating their intention not to recommend entering into an operating agreement for the operation of Intercity Bus Routes 30 and 90. This direction is a departure from the previous request received from the City of Fairfield (Attachment D), the current partnership that has existed previously and runs counter to the direction provided by the STA Board.

The City of Fairfield's letter of September 9<sup>th</sup> highlights several issues of concern with the STA's request for an operating agreement with Fairfield for Routes 30 and 90. These include the following:

1. The STA is in the middle of a consolidation study and it seems appropriate to complete the study and look at these issues on a comprehensive basis.
2. FAST continues to meet all MTC operational requirements for the RM 2 funds received by Fairfield.
3. The Intercity Transit Funding Agreement is based on collaboration and consensus reached through the Transit Consortium and this agreement is effective
4. The City of Fairfield has undertaken a significant effort to expand its bus maintenance operations to meet this expanded role.
5. The Fairfield City Council should control the operation of routes that impact its employees.
6. Route 30 and 90 are critical towards FAST's overall ability to deliver cost effective inter-city and intra-city bus service and removing Fairfield City Council oversight of such a critical component of Fairfield's overall bus delivery system is not prudent.

The letter further states the following:

7. Opposition to piece mail consolidation.
8. Open to discussion of transit consolidation that would result in better service to the residents of Solano County and provide us with an opportunity to better compete for funding.
9. Fairfield's transit staff and maintenance staff could be instrumental in such consolidation.

On September 28, 2009, the STA Board's Executive Committee met to review the September 9<sup>th</sup> letter and the policy and accountability issues associated with the proposed agreement. Based on some discussion and several options, a majority of the Executive Committee recommended the STA Board consider taking action to table the City of Fairfield's forthcoming request for local TDA funds from other agencies for Route 30 and 90 and the allocation of RM 2 funds for Route 90. In addition, the Executive Committee recommended the STA Board consider directing staff to identify alternatives options for the operation of Route 30 and 90 and return to the STA Board for their consideration.

With this action, the remainder of the City of Fairfield's FY 2009-10 TDA claim can proceed so as not to impact the remainder of the Fairfield and Suisun Transit's local transit service.

**Recommendation:**

Approve the following:

1. Table the City of Fairfield's Transportation Development Act (TDA) Fiscal Year 2009-10 Claim for TDA funds for Routes 30 and 90 from Other Jurisdictions;
2. Table the City of Fairfield's FY 2009-10 Regional Measure 2 (RM 2) Allocation Request for Route 90;
3. Direct Staff to Identify Alternatives Options for the Operation of Route 30 and 90; and
4. Return to the STA Board for Their Consideration.

Attachments:

- A. City of Fairfield Letter to STA Dated August 16, 2006 Regarding Transfer of Vallejo Route 90 to Fairfield-Suisun Transit
- B. Route 30 and 90 Funding Matrix
- C. STA Letter to the City of Fairfield Dated June 10, 2009 Regarding Operating Agreement Between STA and the City of Fairfield for Routes 30 and 90
- D. City of Fairfield Letter to STA Dated September 9, 2009 Regarding Routes 30 and 90
- E. STA History of Involvement with Route 30 and 90



Home of  
Travis Air Force Base

# CITY OF FAIRFIELD

Founded 1856

ATTACHMENT A

Incorporated December 12, 1903

## RECEIVED

AUG 17 2006

SOLANO TRANSPORTATION  
AUTHORITY

### COUNCIL

Mayor  
Harry T. Price  
707.428.7395

Vice-Mayor  
Jack Batson  
707.429.6298

Councilmembers  
707.429.6298

Marilyn Farley

Frank Kardos

John Mraz

...

City Manager  
Kevin O'Rourke  
707.428.7400

...

City Attorney  
Greg Stepanich  
707.428.7419

...

City Clerk  
Arietta Cortright  
707.428.7384

...

City Treasurer  
Oscar G. Reyes, Jr.  
707.428.7498

### DEPARTMENTS

Community Services  
707.428.7485

...

Finance  
707.428.7498

...

Fire  
707.428.7375

...

Human Resources  
707.428.7394

...

Planning &  
Development  
707.428.7461

...

Police  
707.428.7551

...

Public Works  
707.428.7485

August 16, 2006

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

**RE: Transfer of the Operation of Vallejo Route 90 to Fairfield-Suisun Transit**

Dear Daryl:

Thank you for a well-designed plan to continue the operation of Route 90 and the important transit service it provides to the citizens of central Solano County. We strongly agree with your recommendation for STA to take the responsibility for managing and funding Route 90 starting in FY 2006-07 concurrent with the transfer of the operations on October 1, 2006 from Vallejo Transit to Fairfield-Suisun Transit (FST). Per your recommendation, FST will operate the service for the Solano Transportation Authority similar to the operation of STA Route 30.

The intercity transit funding plan you propose for both FY 2006-07 and FY 2007-08 is fair and equitable for all routes and for all parties (STA, Vallejo and Fairfield). We support your funding proposal. We also understand that Vallejo continues to have funding problems with their entire transit system; however, the intercity transit funding plan proposed by STA should not be the process for resolving Vallejo's other transit funding problems.

As we have stated before, FST will continue the commitment to provide up to \$400,000 (with nominal CPI and service related adjustments) in local funding for the Cities of Fairfield and Suisun for the operation of Route 90. We look forward to the completion of the development of the longer term funding plan for all intercity routes that is currently underway by the STA. This plan should help provide an equitable funding plan for all intercity routes and more certainty in the level of local funding provided by each Solano County agency.

Our transit staff is currently working with Vallejo staff to develop a lease agreement with Vallejo for the 10 MCI buses needed to operate Route 90. With the transfer of

Letter to Daryl Halls  
Re: Transfer of the Operation of Route 90 to FST

August 16, 2006  
Page 2 of 2

Route 90 to STA, this lease agreement may need to be a direct agreement between Vallejo and STA or a three-party lease agreement with Vallejo, STA and Fairfield. Our legal experts will need to make this determination.

I request that the STA Board of Directors take action at their meeting on September 13, 2006 to approve the transfer of Route 90 from Vallejo Transit to the STA effective October 1, 2006, to appoint Fairfield-Suisun Transit as the operator of Route 90 for STA, and to approve the proposed funding plan for the intercity routes as proposed in your August 10<sup>th</sup> letter. Action at the September STA Board of Directors meeting is imperative to ensure concurrence by the Board for these actions prior to the October 1<sup>st</sup> transfer date.

Thank you again for your exceptional efforts to develop a sound plan for the continuation of Route 90 service and STA's commitment to manage and fund this service. We will continue to assist STA in delivering valuable intercity service by operating STA Routes 90 and 30 and by providing additional intercity service through FST's Routes 20 and 40.

Sincerely,



KEVIN O'ROURKE  
City Manager

Attachment

c: Mayor and City Council  
Len Augustine, Chairman STA Board of Directors  
John Thompson, Vallejo Interim City Manager  
Gene Cortright, Public Works Director  
Bob Leland, Finance Director  
Mike Duncan, Assistant Public Works Director/Transportation  
George Fink, Transit Manager





*Solano Transportation Authority*

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

**FILE COPY**

*Members:* June 10, 2009

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

**Mr. Sean Quinn**  
**City Manager**  
**City of Fairfield**  
1000 Webster St.  
Fairfield, CA 94533

**RE: Operating Agreement between STA and City of Fairfield for Routes 30 and 90**

Dear Sean:

Thank you for your letter dated April 20, 2009 responding to our productive discussion regarding a series of coordination issues between the City of Fairfield and the Solano Transportation Authority (STA). One of the items specified in your letter pertains to the City of Fairfield staff not understanding the need for an operating agreement for Route 30 and 90, marketed by the STA as Solano Express Route 30 and 90. Your letter further states that "STA provides no direct funding for these routes and coordination of the services is accomplished through the Transit Consortium. Fairfield and Suisun Transit (FAST) does provide the vehicles, contract operators, maintenance and reporting. Funding is accomplished through a separate agreement covering all intercity routes in the Intercity Transit Funding Agreement (ITFA)."

FAST does operate these routes, however, these statements are incomplete and do not accurately reflect the role of the STA in providing management oversight, funding and accountability on behalf of all of the agencies that financially support these two routes and highlights the importance of an operating agreement between STA and FAST for the provision of Routes 30 and 90.

Not "understanding" the need for these agreements seems odd given the history of policy discussions relative to requiring accountability of the use of public transportation funds. With respect to this issue:

1. Prior to developing the proposed Route 30 and 90 agreements, the policy issues of accountability for use of transportation funds was discussed by the STA Board in a variety of contexts. The STA Board directed STA staff to develop agreements with funding recipients in order that public funds are being used effectively and in furtherance of those funded projects. This is no different than the same general oversight (through funding agreements) that is required by, for example, MTC in a variety of funding circumstances or the BAAQMD for clean air funds.

2. Further, this topic was discussed earlier this year with your transit staff and the recommendation to authorize the STA to enter into operating agreements with the City of Fairfield for Routes 30 and 90 has been approved on multiple occasions by the STA Board, the STA TAC and the Transit Consortium, including your city's representative on the STA Board and each of the committees.
3. Finally, related specifically to the allocation of RM 2 funds, one of the tenets for the STA to agree to an increased level of RM 2 funding for Route 90 was the agreement that STA would provide management oversight for the route.

Beginning with the funding of Routes 30 and 90, the funding for both routes are provided through a combination of resources and funding sources and with the support of multiple partners. Attached is an overview of the funding sources and partners for both Routes 30 and 90, and listed below is a brief history highlighting how the funding support for these routes have evolved based on a variety of factors, including State budget cuts to transit, new funding sources, such as Regional Measure 2 (bridge tolls), and the STA's successful ability to procure various grants. What is clear is that under every scenario in recent years, the City of Fairfield has relied upon STA and other funding partners to cover the operating costs for Routes 30 and 90. While FAST has taken on the important responsibility for operating the service, Fairfield provides only 7% of the operating costs with both routes providing a high level of commuter bus service to Fairfield and Suisun City residents. Based on FY 07-08 ridership data, 18% of Route 30 riders originated from Fairfield and 29% of Route 90 riders originated from Fairfield.

### **Background of Route 30**

Some background history of both routes is helpful in providing the context and basis for the transit partnership which has evolved between STA and FAST in the operating of Route 30 and 90. Route 30 was started by Fairfield in 1991 to connect Fairfield and Vacaville to Dixon and Davis. Soon after, the STA assisted Fairfield in securing funding from Vacaville and Dixon as well as from the Bay Area and Yolo Solano Air Quality Management Districts (BAAQMD and YSAQMD). To maintain YSAQMD funding commitments, in 1997 Rt. 30 operation was transferred to Yolobus which operated Compressed Natural Gas (CNG) vehicles and the STA began managing the route; the STA's SNCI program's 800 phone number became the Yolobus/Rt. 30 customer service contact. This arrangement functioned until 2000 when the BAAQMD and YSAQMD funding was phased out and Rt. 30 was fully funded by multi-agency TDA contributions the STA negotiated and the operating contract for Route 30 was transferred by STA back to Fairfield. At that time, the STA developed an updated multi-agency funding agreement for Route 30 which included the cities of Dixon, Fairfield, Suisun City, Vacaville, and the County of Solano. In 2001, a desire for transit service from Solano to Sacramento emerged out of the annual Solano County unmet transit needs hearing and the route was extended to Sacramento in 2002. The funding agreement for Route 30 was subsequently absorbed into the Intercity Transit Funding (ITF) agreement for seven of the intercity transit routes, now collectively marketed as Solano Express.

Originally, Route 30 was more of hybrid intercity/local route with multiple stops in Vacaville (three) and Dixon (two) as part of the route connecting Fairfield to Vacaville to Dixon to Davis. As part of the STA's led 2001 Transit Element of the Solano Comprehensive Transportation Plan, and based on public input from the riders of Route 30, it was recommended that Route 30 be converted to a commuter/express transit service with only one primary stop in Fairfield, Vacaville and Dixon and expansion of the Route 30 to serve Sacramento, as well as UC Davis. This expanded service was initiated in 2002.

For the most recently completed Fiscal Year of 2007/08, the farebox recovery rate for Route 30 was projected to be 30% leaving a net annual operating cost of \$284, 197 to be funded by FAST, STA and the other funding partners. For FY 2008/09, other than the \$110,000 Transit Development Act (TDA) contribution from Fairfield/Suisun City, the largest funding contributions come from local TDA funds provided by the cities of Benicia, Dixon, Vacaville and Vallejo, and the County of Solano in the amount of over \$200,000. In addition, Lifeline/State Transit Assistance Funds (STAF) allocated by the STA and a 5311 grant that was obtained for Route 30 by the STA for Rt. 30 in FY2007-08 and FY2008-09.

At the beginning of FY2008-09, Rt. 30 initiated Saturday service for the first time. This is being funded by a two-year Lifeline funding grant that was jointly applied for by the City of Dixon and the STA; Saturday transit service was identified as a priority transit need through the Dixon Community Based Transportation Plan. In previous years, the STA had obtained both Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management District (YSAQMD) air quality grants dedicated to the operation of Route 30. Through a combination of the STA's demonstrated ability to obtain operating funds and the funding support of the various cities, county and other agencies, Route 30 has enjoyed relative financial stability.

Route 30 has experienced a significant and sustained increase of ridership and productivity the past few years, resulting in a total of over 37,000 Route 30 riders in FY 2007/08. This is a result of the marketing of the STA, through its Solano Napa Commuter Information (SNCI) Program particularly to the Sacramento employers, the quality service managed by FAST, and the more express style service expanding service to Sacramento. Before Rt. 30 was extended to Sacramento, the farebox had plateaued at 12% and since then has significantly increased to an actual and enviable 39% farebox ratio in FY 2007/08.

### **Background of Route 90**

Route 90 has a different history and much shorter tenure as one of the intercity routes operated by FAST. Vallejo Transit began operating Route 90 in the early 1990s. Fairfield had secured funding from Caltrans to start this service through the I-80 High Occupancy Vehicle (HOV) Transportation Management Plan (TMP) during the construction of the HOV lanes in Alameda and Contra Costa Counties. The I-80 HOV TMP funded this service for about six years. As Fairfield did not have the equipment to operate the service, Fairfield was the recipient of the funds and contracted with Vallejo Transit to operate the service. When the TMP funding expired, Vallejo Transit continued to operate Rt. 90 and Fairfield contributed approximately \$400,000 annually to Vallejo Transit in exchange for farebox credit; Vallejo absorbed the balance of the cost of the route. Over time, the cost of operating this service increased significantly beyond the \$400,000 contribution. With the initial discussions of an Intercity Transit Funding (ITF) agreement in preparation for FY2006-07 this difference between the cost of the route and Fairfield's contribution became readily apparent. The ITF funding partners agreed that the service should be streamlined (delete midday stop in Vallejo) to reduced costs and the cost should be shared among the jurisdictions served by the route.

By late spring 2006, the City of Vallejo, in response to operating shortfalls, notified the City of Fairfield and the STA of their intent to stop operating and funding Route 90 beginning July 1, 2006. To avoid a discontinuation of service before Fairfield was able to pick up the service in October, the STA provided State Transit Assistance Funds (STAF) to Vallejo to continue to operate the service from July until October. At the same time, the City of Fairfield requested that as a condition of

accepting the route's operation that the STA agree to take the lead in developing a short and long range funding plan and to provide management oversight. With the support of the STA Board, a funding plan to cover the cost to operate Route 90 was developed, which included funding from the Intercity Transit Funding agreement, RM 2 funds dedicated by the STA, and STAF funds also dedicated by the STA. The vehicles for Route 90 were then leased by Vallejo Transit to FAST (at no cost) to operate the service beginning October 2006.

For the past three years, FAST has operated Route 90 with the funding support of multiple cities, the County, and STA. In FY 2007/08, Route 90 served over 210,000 riders and achieved a farebox recovery ratio of 44%. Based on the FY 2008/09 ITF, the \$1.8 million operating costs for Route 90 are covered by \$700,000 in passenger fares, \$400,000 local TDA funds dedicated through the ITF, \$527,000 RM 2 funds dedicated by STA and approved by MTC, and \$145,000 State Transit Assistance Funds dedicated by the STA Board. With the recent action by the State to eliminate STAF funds beginning in FY 2009/10, this will place an increased burden on covering the Route 90 with the remaining three fund sources.

#### **Role of STA**

The STA role, in supporting the operations and providing oversight for intercity routes servicing multiple Solano County cities, has evolved in recent years. Prior to 2005, the STA only provided management oversight and helped determined the operating funding and capital replacement needs for Route 30. In 2004, the transit staffs from City of Fairfield and Vallejo, the two primary providers of intercity transit service in Solano County, in response to their concerns regarding the rising costs for the overall provision of transit service, requested STA facilitate dialogue through the STA Board and the Transit Consortium. The fundamental view of both cities was their perception that both Fairfield and Vallejo were covering more than their fair share of the operating costs for countywide transit services that also benefitted the other cities and the County. In 2005, the STA developed a new cost sharing funding formula and the initial Intercity Transit Funding agreement for seven specified intercity routes, including Routes 30 and 90. Following the completion of a countywide transit ridership survey funded by the STA in 2006, the funding formula was modified to incorporate the ridership data identifying the percentage of riders being served by the intercity routes. As stated previously, the STA assumed the role of management oversight and the lead for funding for Route 90 in 2006. In 2008, the STA assumed a similar management and funding role for new Solano Express Route 78 that was initiated by Vallejo Transit to serve the I-780 corridor connecting Benicia and Vallejo to the Bay Area Rapid Transit (BART) system and the Baylink Ferry. Yes, the STA has an operating agreement in place with Vallejo Transit for the funding and operations of Route 78.

The STA role in providing management oversight for all three of these intercity routes has been fairly straight forward. The focus has been on identifying, obtaining and sustaining operating and capital funds for Route 30 and 90 (and the new Route 78), providing increased public and countywide policy board accountability through semi-annual performance reports to the STA Board (and the STA TAC and Transit Consortium), marketing of the service through the Solano Napa Commuter Information program, reviewing and approving of fare adjustments and route changes, and annual reconciliation of funding contributions by the funding contributors based on the actual costs of the service and the riders served. To particularly obtain and maintain a level of mutual

understanding regarding the roles of both the STA and FAST and to provide the STA, the Bay Area Toll Authority (BATA) and the Metropolitan Transportation Commission (MTC) with an adequate amount of reporting to maintain funding commitments, ensure accountability and help gauge ridership, farebox and performance, the STA Board has on multiple occasions approved the establishment of the an operating agreement between STA and FAST for the operation of Route 30 and 90. The past few years, this partnership has been successful in providing a stable funding source for the operation of both routes and the rest of the intercity service.

Given the high level of investment of limited TDA from agencies outside of the City of Fairfield, the investment by STA and MTC of RM2 funds in Route 90 and the various grants from multiple agencies outside of the City of Fairfield, STA staff and legal counsel believe that a formal agreement between the operator, in this case, Fairfield, and the STA is necessary and appropriate. The basis for the agreement with the STA is specified in the STA's current joint powers agreement (JPA) which includes representatives from all of the local funding partners that provide annual TDA contributions for Route 30 and 90, and STA being tasked by MTC/BATA to develop and annually approve the allocation of RM 2 funds for all of Solano County's eligible Express Bus Routes, including Route 90.

The STA's monitoring of performance is important for a variety of factors, including the strict performance standards required by the RM 2 operating funds and the desire to ensure that the fare box ratios remain high so as not to require significant increases in TDA contributions by the funding partners. Under a separate item, your April 20<sup>th</sup> letter acknowledges that Fairfield staff has not provided the STA staff with transit data for either Route 30, 90 or Solano Paratransit since September of 2008 due to your transit staff's "continuing to vet reports from as far back as September 2008," your "internal policy not to release data unless City staff has vetted it for accuracy", and you note that they will continue to work with STA staff to identify what data best fits the intended use and assist STA staff in meeting their reporting, compliance and planning goals." This highlights the importance of operating agreements for Route 30 and 90 to clearly define the data to be provided. This information is included in the draft agreement provided to Fairfield staff by STA staff and legal counsel in August of 2008. As stated in a follow up communication from our legal counsel to your staff, we are still open to review and suggestions for modifications to some of the specifics of the draft agreement. The intent is not to be overly bureaucratic or onerous, but to provide a sufficient level of data to brief the STA Board, TAC, Transit Consortium and the funding partners on the performance of the service.

As noted at the outset of this letter, prior to developing the proposed Route 30 and 90 agreements, the policy issues of accountability for use of transportation funds was discussed with the STA Board in a variety of contexts. The STA Board directed STA staff to develop agreements with funding recipients in order that public funds are being used effectively and in furtherance of those projects funded. This is the same general oversight through funding agreements that is required by MTC for a variety of funding sources or the BAAQMD for clean air funds. Further, this topic was discussed earlier this year with your transit staff and the recommendation to authorize the STA to enter into operating agreements with the City of Fairfield for Routes 30 and 90 have been approved on multiple occasions by the STA Board, STA TAC and the Transit Consortium, including your city's representative on all three committees. Finally, related specifically to the allocation of RM 2 funds, one of the tenets for the STA to agree to an increased level of RM 2 funding for Route 90 was the agreement that STA would provide management oversight for the route.

In summary, I share your sentiments that different agencies and partners can have different perspectives and should strive to focus on their efforts on areas of agreement. In pursuit of that endeavor, we are amenable to meeting with you and your staff to discuss in more detail the specifics of this letter, the draft operating agreements for Route 30 and 90, our collective desire for funding and maintaining the quality intercity transit being provided by Routes 30 and 90, and other transit related matters.

Sincerely,



Daryl K. Halls  
Executive Director

Cc: STA Board Members  
Gene Cortright, Public Works Director, City of Fairfield  
Wayne Lewis, Deputy Public Works Director, City of Fairfield  
George Fink, Transit Manager, Fairfield and Suisun Transit  
Chuck Lamoree, STA Legal Counsel  
Elizabeth Richards, Director of Transit and Rideshare Services, STA

# CITY OF FAIRFIELD

ATTACHMENT D

Founded 1856

Incorporated December 12, 1903

September 9, 2009

RECEIVED

SEP 11 2009

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

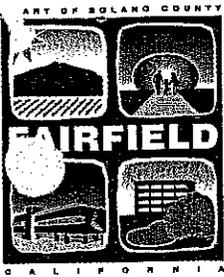
SOLANO TRANSPORTATION  
AUTHORITY

Dear Daryl:

I have evaluated your request to have the City of Fairfield enter into an operating agreement with the Solano Transportation Authority (STA) for the operation of bus routes 30 and 90. I have also reviewed all the material provided and listened to persuasive arguments from Fairfield's transit staff and yourself. At this time, I am not in a position to recommend that the City Council consider entering an operating agreement. I did not reach this position without careful thought and meaningful discussions, and fully recognize that the STA Board has directed you to obtain this operating agreement.

My position is based upon a number of factors. First, STA is in the middle of a consolidation study, and it seems appropriate to complete the study and look at these issues on a comprehensive basis. Second, we continue to meet all MTC operational requirements for the Regional Measure 2 (RM2) funding we receive for Route 90. Third, the Intercity Transit Funding Agreement is based on collaboration and consensus reached through the Transit Consortium. We believe this agreement is effective. Fourth, the City has undertaken a significant effort to expand our bus maintenance operations to meet our expanded role. The City Council should control the operation of routes that impact our employees. Finally, Route 90 costs \$1.8 million a year to operate, with RM2 funds providing \$527,000, TDA providing \$460,000 and fares providing \$880,000 (49% fare recovery!), with Route 30 being funded with TDA funds and achieving 30% fare recovery. These routes are critical towards our overall ability to deliver cost effective inter-city and intra-city bus service. Removing City Council oversight of such a critical component of our overall bus delivery system is not prudent.

I think I have been clear on my opposition to piecemeal consolidation. I am, as I have noted, open to a discussion of transit consolidation that would result in better service to the residents of Solano County and provide us with an opportunity to better compete for funding. I think Fairfield's transit staff and maintenance staff could be instrumental in any such consolidation. We have been and will continue to support such discussions.



Home of  
Travis Air Force Base

**COUNCIL**

- Mayor  
Harry T. Price  
707.428.7395
- Vice-Mayor  
John Mraz  
707.429.6298
- Councilmembers  
707.429.6298
- Chuck Timm
- Catherine Moy
- Rick Vaccaro
- ...
- City Manager  
Sean Quinn  
707.428.7400
- ...
- City Attorney  
Greg Stepanicich  
707.428.7419

- ...
- City Clerk  
Corrigan  
707.428.7384
- ...
- City Treasurer  
Oscar G. Reyes, Jr.  
707.428.7496

**DEPARTMENTS**

- Community Services  
707.428.7465
- ...
- Finance  
707.428.7496
- ...
- Fire  
707.428.7375
- ...
- Human Resources  
707.428.7394
- ...
- Community Development  
707.428.7461
- ...
- Police  
707.428.7551
- ...
- Works  
8.7485

Letter to Daryl Halls  
Re: Operating Agreement for Bus Routes 30 and 90  
September 9, 2009  
Page 2

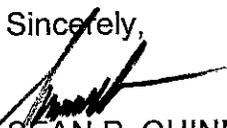
Historically, the shared objective has always been to provide the best possible interregional bus connections for people living, working and/or visiting in Solano County. The challenge has been to find a sustainable and stable operating model. We have gone through several iterations. For the past several years, FAST has operated Routes 20, 30, 40 and 90 as fully integrated components of our transit service and these routes have never done better. In fact, they are some of the highest performing routes in the Bay Area. We think that we have found the sustainable operating model and have increased staff and capital investment to support these important services for the region. When Fairfield was first asked to operate Route 90, we were concerned it might become an albatross, but we are now in a position where loss of either Route 30 or Route 90 would have significant negative consequences on our overall transit services. We would lose economies of scale and synergies in transit operations and vehicle maintenance. The transfer of control under the proposed operating agreements removes our local oversight.

As it has evolved, Routes 30 and 90 are not separate operations but are essential components of a balanced transit system operated by the City of Fairfield. The City of Fairfield has the primary responsibility for these routes and I believe that the City should also have the authority over the routes. We appreciate STA's role in helping all jurisdictions in Solano County offer the best transportation services and options, and we acknowledge and appreciate STA's role with MTC in securing RM2 funds.

However, based upon what I have learned to date, I cannot recommend to the City Council that they enter into any agreements that would eliminate our ability to control the destiny of our overall bus system. Again, in closing, I remain available and committed to an evaluation of transit consolidation on a comprehensive basis.

We are available to discuss this issue with your Board or Executive Committee.

Sincerely,



SEAN P. QUINN  
City Manager

cc: Mayor and Council  
Gene Cortright, Director of Public Works

**STA History of Involvement  
with  
Rt. 30 and Rt. 90**

- Early/Mid-1990's \* Fairfield operates Rt. 30 and STA supports Rt. 30 by developing operational funding plan and securing funds from BAAQMD, YSAQMD and Vacaville, Dixon and the County of Solano.
- 1997 \* STA begins contracting Yolobus for the provision of Rt. 30 service operating between Fairfield, Vacaville, Dixon, and UC Davis. Yolobus operates with CNG buses which maintains of YSAQMD funds.  
\* STA's SNCI program becomes customer service contact for Yolobus Rt. 30  
\* STA directly claims TDA funds for Rt. 30.
- 2000 \* STA begins contracting with FAST for Rt. 30 service.  
\* FAST invoices for payment and submits monthly route performance reports  
\* Air district funding phased out and funding now secured among local jurisdictions.
- March 2002 \* After public comments received through the Unmet Transit Needs hearing process, Rt. 30 is streamlined and extended to Sacramento. STA holds public hearing. Rt. 30 farebox at 12% prior to service extension to Sacramento.  
\* Through its contacts with SACOG and TMAs in the Sacramento region and UC Davis, STA/SNCI promotes Rt. 30 to Sacramento employers and TMAs. Maintains email rider lists to troubleshoot service change.
- December 2003 \* Rt. 30 ridership begins its steady climb with an annual increase of 18% above 2002.
- FY2005-06 \* TDA claimed for Rt. 30 begins to be claimed by FAST directly.  
\* STA begins working on an intercity route cost-sharing agreement in cooperation with the transit operators. The purpose of the ITF is to stabilize funding commitments for intercity transit operators and funding partners. First Intercity transit funding (ITF) agreement secured for FY2006-07. In conjunction with the cost-sharing funding, intercity route service changes are proposed for implementation in FY2006-07 and FY2007-08.  
\* At the request of Vacaville, STA develops a marketing campaign for Rt. 30 specifically for Vacaville.

- Spring 2006 \* Vallejo states that they will discontinue Rt. 90/Rt. 91 (express bus service from Vacaville & Fairfield to El Cerrito del Norte) effective July 1, 2006 due to financial constraints.
- Spring 2006 \* The STA Board acts to allocate STAF funds to cover the first quarter of Vallejo Transit's Rt. 90/91 operating costs. This maintains Rt. 90/91 service until FAST can take on the operation of Rt. 90 effective October 2006. Rt. 91 to be discontinued effective October 2006 to save resources.
- Summer 2006 STA negotiates with Vallejo and Fairfield to allocate Regional Measure two funds between these two agencies that operate the RM2 routes.
- July 2006 STA Board holds a public hearing to approve Rt. 30 fare change effective October 2006
- Aug 2006 \* Fairfield letter to STA requesting Rt. 90 be transferred from Vallejo Transit to the STA with FAST to operate the service.
- Fall 2006 \* STA conducts first countywide ridership survey to collect data to refine ITF methodology and data to be used by transit operators.
- Spring 2007 \* STA updates ITF and secures funding for Rt. 30/90 from funding partners  
\*Rt. 30 farebox rate climbs to over 30%
- FY2008-09 \* Rt. 30 begins Saturday service connecting Fairfield, Vacaville, Dixon, and Davis; funded by Lifeline funds secured through the efforts of Dixon and STA.
- Spring 2008 \* STA updates ITF and secures funding for Rt. 30/90 from funding partners
- Spring 2009 \* STA updates ITF and secures funding for Rt. 30/90 from funding partners  
\*STA assists FAST successfully compete for two over-the-road coaches that become available from another Bay Area operator; with these two new vehicles, additional service on Rt. 30 can be realized.
- June 2008 STA Board notified of expanded FAST service to begin July 1, 2008 to add one additional trip in the morning and afternoon peak period to handle increased ridership. STA staff requests consideration of modified morning service to allow earlier westbound departures from Dixon.

September 2009

Letter received from Fairfield regarding Rt. 30/90 agreement.

September 2009

STA Board notified by FAST of Rt. 30 service modification. STA staff again requests consideration of modified morning service to allow earlier westbound departures from Dixon.



DATE: October 1, 2009  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)  
Matrix – October 2009

---

**Background:**

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

In addition to using TDA funds for member agencies' local transit services and streets and roads, most agencies have shared in the cost of various transit services (e.g., Solano Paratransit and SolanoExpress intercity routes) that support more than one agency in the county through the use of a portion of their individual TDA funds.

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

**Discussion:**

The attached matrix (Attachment A) includes the updated TDA revenue estimates approved by MTC for FY 2009-10 in July. This includes reductions in the amount of funds estimated to be carried over from FY 2008-09 as well as the new TDA revenue that is expected to be generated. Combined, these create the TDA funds available for allocation for each jurisdiction. In total, \$18.1 million is available for allocation in FY 2009-10, \$14.5 million new and \$3.5 million carryover. The Cities of Fairfield and Vacaville are the only two agencies with TDA carryovers of \$2.2 million and \$1.3 million respectively. The other agencies generally submit TDA claims requesting allocation of all of their available TDA funds. The July estimate of \$18.1 million is \$1.8 million lower than the February estimate – a 10% reduction to the county overall.

In September, the STA Board approved the latest version of the FY 2009-10 TDA matrix which included the local jurisdictions contributions to the STA, the Intercity Transit Funding agreement contributions for FY 2009-10, and Dixon, Vacaville, Vallejo, and the County of Solano FY 2009-10 TDA claims. At this time, the Cities of Fairfield and Rio Vista have submitted the amount of TDA they will be claiming for operating transit capital and in Rio Vista's case, for streets and roads. Rio Vista is one of two agencies utilizing TDA for streets and roads. These amounts have been added to the TDA matrix. A FY 2009-10 TDA claim remains outstanding from the City of Benicia.

TDA funds are generated from a percentage of sales tax. Actual and estimates have been decreasing the past couple of years. STA staff will continue to monitor the TDA estimates, update the matrix accordingly, and bring these updates forward through the SolanoExpress Transit Consortium, STA TAC, and STA Board. Unless there is some contingency in their local transit budgets, local jurisdictions are cautioned to not request an allocation for the full TDA balance to avoid budget shortfalls if actual TDA revenue comes in lower than estimated. As local jurisdictions prepare their TDA claim, the TDA matrix will be updated and presented to the STA Board for approval prior to being forwarded to MTC.

A draft of the October matrix was presented to Consortium and TAC in September. The Consortium approved the draft matrix with the amendment to clarify issues brought up by Rio Vista and Vallejo. Prior to the TAC meeting, STA staff coordinated with both agencies. Upon further review, Rio Vista confirmed consistency between their TDA claim and the matrix. For Vallejo, there was concurrence between staffs to correct one amount on the draft matrix. The revised matrix was approved by the TAC. Subsequent to the TAC, Fairfield provided revised data and the TDA matrix being presented to the STA Board for action has been updated to reflect these amounts. Agenda Item VIII.A contains a recommendation that if enacted by the STA Board could impact affect the approval of the City of Fairfield's FY 2009-10 TDA claim in its present form.

**Fiscal Impact:**

Local jurisdictions' TDA claims must be consistent with the TDA matrix for Solano County to allow capacity for claims by other jurisdictions for shared-cost services.

**Recommendation:**

Approve the October 2009 TDA Matrix which includes the Cities of Fairfield and Rio Vista's FY 2009-10 TDA claim amounts.

**Attachment:**

- A. October 2009 Solano TDA Article 4/8 Matrix for FY 2009-10 (An enlarged colored version of this attachment has been provided to the STA Board members under separate enclosure.)



**THIS PAGE INTENTIONALLY LEFT BLANK.**



DATE: September 30, 2009  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Lifeline/State Transit Assistance Funds (STAF) and Proposition 1B

---

**Background:**

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning priority projects.

MTC delegated the management of the Lifeline Program to the Congestion Management Agencies, including the STA for Solano County. The STA selects the Solano Lifeline projects for funding and submitted these projects to MTC for approval. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. The STA administered the 2008 program with an original estimate of \$3.8 million, later reduced to \$2.9 million, of Lifeline Funds provided by the MTC for Solano County over a three-year period. The STAF funding was reduced after the State Fiscal Year (FY) 2008-09 budget was finalized in the Fall of 2008 and further reductions were made with the suspension of STAF funds. While the additional cuts to STAF affected Tier 1 of the Lifeline Program, the suspension of STAF funds eliminated the equivalent of Tier 2 completely. The total STAF made available to Solano's Lifeline Program was \$1,044,776 reduced from the original \$1.9 million.

The initial amount available from each fund source is reflected as follows:

\$1,910,640:	State Transit Assistance Funds (STAF)
\$1,457,414:	Proposition 1B funds
\$ 416,834:	<u>Jobs Access Reverse Commute (JARC)</u>
\$3,784,888	TOTAL

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

This funding cycle was split into a two-tier programming cycle. The Tier I Programs will cover two years of funding and the Tier II will cover the third year. STA staff requested a consolidated competitive selective process for both Tiers, selecting the Tier II projects at the same time as the Tier I projects.

The STA's Lifeline Advisory Committee (Attachment A) evaluated and prioritized the projects and developed a consensus recommendation. Projects were evaluated and ranked based on project need, their consistency with the priorities of the Community Based or Welfare to Work Transportation Plans, cost-effectiveness, implementation plan, budget, coordination and outreach. With anticipated further cuts by the State to the STAF funds, the Lifeline Advisory Committee ranked the recommended projects in a priority order of which projects to be funded first.

The project priority lists were approved by the STA Board in September and December 2008. The STA staff forwarded the applications to MTC. MTC certified that the projects were derived from the Coordinated Public Transit/Human Service Transportation Plan, and then forwarded the required applications for final approval and allocation to Caltrans.

**Discussion:**

With the reduced amount of STAF/Lifeline funds available, the first two priority projects (Vallejo Transit's Rt. 85 and Rt. 1) could be funded for three years and the third project (Dixon's Weekday/Saturday Read-Ride service) could be partially funded for one year (Attachment B). Dixon received \$69,776 of the \$384,645 requested.

MTC recently announced that supplemental STAF/Lifeline funds have been made available and can be programmed for use. Using the prioritized list approved by the Board, the next project applicant would be Dixon Read-Ride. Dixon has indicated the funds are still needed and would like to be the recipient of the \$228,698 in supplemental STAF/Lifeline funds designated for Solano.

All Prop 1B/Lifeline projects were funded. There is a supplemental amount of \$6,529 of Prop. 1B/Lifeline funds also made available in the amount of \$6,529. The top priority was Dixon in this category, who requested funding for a vehicle and received all the funds. The next priority project was the City of Fairfield for bus shelter/stop improvements. Additional funds could expand the number of bus stop/shelters that Fairfield could improve and STA staff recommends allocating the additional Prop. 1B/Lifeline funds to Fairfield.

**Fiscal Impact:**

STA staff is recommending the programming of STAF and Prop 1B Lifeline Funds that have been allocated to Solano County by MTC and Caltrans. There is no impact on the STA budget.

**Recommendation:**

Approve the following:

1. Authorize the City of Dixon to claim an additional \$228,698 in STAF/Lifeline funds in FY 2009-10 to fund existing Weekday/Saturday service over a 3-year period; and
2. Authorize the City of Fairfield to receive \$6,529 in Proposition 1B/Lifeline funds for FY 2009-10 to fund bus shelter/stop improvements.

Attachments:

- A. Lifeline Advisory Committee Members
- B. STA Board Recommendation Prioritized Plan for 2008 Solano Lifeline Projects and Proposal Supplemental Funding
- C. Solano Lifeline Project Descriptions



**LIFELINE ADVISORY COMMITTEE MEMBERS  
2009**

---

Cookie Powell, Dixon Community Action Council (CAC)

Gerry Raycraft, Children's Network

Gail Jack, County of Solano, Health and Social Services/Welfare to Work

Jamie Johnson, Paratransit Coordinating Council (PCC) member & Social Service  
Provider – Solano Diversified Services

Vacant, Member At- Large

Jeff Matheson, STA Intercity Transit Consortium & Dixon Read-Ride

**THIS PAGE INTENTIONALLY LEFT BLANK.**

**Solano County  
Recommended Lifeline Projects  
2009-2011**

ATTACHMENT B

<b>STAF Lifeline</b>			Tier 1		Tier 1	Tier 2		Total/Project
Operator	Project	New/Existing	Year 1	Year 2	Subtotal	Year 3		
1	Vallejo Route 85	Existing	\$ 125,000	\$ 125,000	\$ 250,000	\$ 125,000	\$ 375,000	
2	Vallejo Route 1	Existing	\$ 200,000	\$ 200,000	\$ 400,000	\$ 200,000	\$ 600,000	
3	Dixon Saturday/W	Existing	\$ 111,617	\$ 136,514	\$ 248,131	\$ 136,514	\$ 384,645	
4	Fairfield Route 30 Sat	Existing	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 100,000	
5	STA Spanish Tran	New	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	\$ 50,000	
6	Fairfield Downtown F	New	\$ 90,000	\$ 90,000	\$ 180,000	\$ 90,000	\$ 270,000	
7	Vallejo Taxi Scrip	Existing	\$ 55,292	\$ 55,292	\$ 110,584	\$ 20,411	\$ 130,995	
Sub total			\$ 581,909	\$ 681,806	\$ 1,263,715	\$ 646,925	\$ 1,910,640	
Total by Tier			\$ 1,263,715			\$ 646,925	\$ 1,910,640	
<b>Available</b>			<b>\$ 1,263,715</b>			<b>\$ 646,925</b>	<b>\$ 1,910,640</b>	
<b>Difference</b>			<b>\$ -</b>			<b>\$ -</b>	<b>\$ -</b>	
8	Benicia Route 22	Existing	\$ 60,000	\$ 60,000		\$ 60,000	\$ 180,000	
9	Rio Vista Route 50	Existing	\$ -	\$ 50,000		\$ 52,000	\$ 102,000	

Actual Award	Shortfall	Proposed Supplemental Funding
\$ 375,000	0	
\$ 600,000	0	
\$ 69,776	\$ 314,869	\$ 228,698
\$ -	\$ 100,000	
\$ -	\$ 50,000	
\$ -	\$ 270,000	
\$ -	\$ 130,995	
\$ 1,044,776	\$ 865,864	

<b>Prop 1B Lifeline</b>			Tier 1			Tier 2		Total/Project
Operator	Project	New/Existing	Year 1	Year 2	Subtotal	Year 3		
1	Dixon Van	Existing	\$ 60,000		\$ 60,000		\$ 60,000	\$ 60,000
2	Fairfield Shelters	New/Existing	\$ 300,000		\$ 300,000	\$ 110,000	\$ 410,000	\$ 410,000
3	Vallejo Shelters	New/Existing	\$ 85,147	\$ 275,863	\$ 361,010	\$ 400,004	\$ 761,014	\$ 761,014
4	Vacaville Shelters	New	\$ 109,800		\$ 109,800		\$ 109,800	\$ 109,800
5	Dixon Van (local m	Existing		\$ 15,000	\$ 15,000		\$ 15,000	\$ 15,000
6	Fairfield Replacement	Existing	\$ 41,600		\$ 41,600		\$ 41,600	\$ 41,600
7	Fairfield Downtown F	New				\$ 60,000	\$ 60,000	\$ 60,000
Sub total			\$ 596,547	\$ 290,863		\$ 570,004	\$ 1,457,414	\$ 1,457,414
Total by Tier			\$ 887,410			\$ 570,004	\$ 1,457,414	\$ 1,457,414
<b>Available</b>			<b>\$ 887,410</b>			<b>\$ 570,004</b>	<b>\$ 1,457,414</b>	<b>\$ 1,457,414</b>
<b>Difference</b>			<b>\$ -</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Actual Award	Shortfall	Proposed Supplemental Funding
\$ 60,000	\$ -	
\$ 410,000	\$ -	\$ 6,529
\$ 761,014	\$ -	
\$ 109,800	\$ -	
\$ 15,000	\$ -	
\$ 41,600	\$ -	
\$ 60,000	\$ -	
\$ 1,457,414	\$ -	\$ 6,529

**ATTACHMENT C**

**AVAILABLE LIFELINE FUNDING**

		<b>Operating Funds</b>		<b>Total</b>
JARC	Vallejo Transit	2 Years	Expanding Route 5 to Vallejo Campus	\$250,000
JARC	Benicia CAC		DRIVES/CARS Programs	\$30,000
JARC	FAST		Installation of MCI Luggage/Bike Racks	\$45,000
JARC	FAST	1 Year	Route 2 Frequency for Travis AFB Shuttle	\$91,834
			<b>TOTAL JARC</b>	<b>\$416,834</b>
STAF	Vallejo Transit	3 Years	Route 85 - Sustaining	\$ 375,000
STAF	Vallejo Transit	3 Years	Route 1 - Sustaining	\$ 600,000
STAF	Dixon Read-Ride	3 Years	Saturday Service	\$ 69,776
			<b>TOTAL STAF</b>	<b>\$ 1,044,776</b>
Prop 1B	Dixon Read-Ride		Bus Replacement	\$ 60,000
Prop 1B	FAST		Shelters	\$ 410,000
Prop 1B	Vallejo Transit		Shelters	\$ 761,014
Prop 1B	Vacaville City Coach		Shelters	\$ 109,800
Prop 1B	Dixon Read-Ride		Bus (local match)	\$ 15,000
Prop 1B	FAST		Replacement Vehicle	\$ 41,600
Prop 1B	FAST		Downtown Flex Shuttle	\$ 60,000
			<b>TOTAL PROP 1B</b>	<b>\$ 1,457,414</b>
<b>TOTAL Lifeline Funds Awarded</b>				<b>\$ 2,919,024</b>



DATE: October 8, 2009  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: 2009 Solano County Congestion Management Program (CMP) Update

---

**Background:**

California law requires urban areas to develop a Congestion Management Program (CMP). The CMP plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed the CMP standards, based on the Napa-Solano Travel Demand Model, are required to create a deficiency plan to meet the CMP standards within the seven-year time frame of the CIP. The STA Board approved Solano County's current CMP on September 12, 2007. MTC finalized the 2009 Regional Transportation Plan (RTP) in March of 2009.

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

The Draft Solano County CMP was reviewed by the STA Technical Advisory Committee (TAC) on August 26, 2009, and subsequently sent to MTC for comments. The STA Board reviewed the Draft CMP at its meeting of September 9, 2009, and released it for public comment.

**Discussion:**

STA received comments on the Draft Solano County CMP from 3 sources: the City of Fairfield transit staff, STA Board Member and Benicia Mayor Elizabeth Patterson, and MTC. MTC's comments are considered an informal review, but are not likely to change substantially as the formal review process proceeds. Those comments are provided in Attachment A. The comments do not substantially change the conclusions of the 2009 Solano County CMP update. The substantial comments and *STA responses in italics* are summarized below.

**City of Fairfield**

- Additional information on transit services was provided. *The information was incorporated into the document.*

### Mayor Patterson

- Note E 2<sup>nd</sup> Park and Ride. *This is not an official park-and-ride lot maintained by Caltrans or the City of Benicia, so it is not inventoried.*
- Limiting residential development does not necessarily increase housing costs. *The paragraph will be changed to indicate that limits on residential development are one of several factors that can increase the cost of housing.*
- Increase in traffic comes not from commute traffic, but from non-work activities. *This paragraph addresses the base level of traffic, not recent increases, and how flexible work hours and telecommuting can reduce the work-related base. No change in the document is proposed.*
- VMT reduction goal of 10% is inadequate. *This section is a restatement of MTC goals, not establishing STA goals;*

### MTC

- The Bay Area Air Quality Management District is updating the clean air plan, and will have new Transportation Control Measures. *A sentence will be added noting this.*
- Add discussion of operational and maintenance costs for transit and roadway system.

The STA Technical Advisory Committee (TAC) reviewed the revised CMP at its meeting of September 30, 2009, and voted to recommend that the STA Board approve the 2009 Solano County CMP and transmit it to MTC.

### **Fiscal Impact:**

None.

### **Recommendation:**

Approve the 2009 Solano County Congestion Management Plan and transmit it to MTC.

### Attachments:

- A. Comments received on Draft Solano County Congestion Management Program
- B. Solano County Congestion Management Program – September 2009 (This attachment has been provided to the STA Board members under separate enclosure. To obtain a copy, please contact the STA (707) 424-6075.)

---

**COMMENTS RECEIVED TO DRAFT 2009 SOLANO COUNTY CMP**


---

**City of Fairfield**

- The City of Fairfield operates the Fairfield and Suisun Transit System (FAST) and the ADA Paratransit system (DART). Operations are provided by a third-party contractor. There are thirteen fixed routes under operation.
- The City operates a fixed-route or local bus service and regional or intercity bus service (Fairfield and Suisun Transit, also referred to as FAST). Including spare buses, the FAST fleet consists of sixty-four (64) buses available for operation within the Fairfield service area. Forty-six (46) vehicles are used for local fixed route operations.
- In 2008, FAST recorded over 968,065 passengers with an average daily ridership of 4,451 passengers. Other annual performance data include over 1,837,889 of miles in service and 94,913 of in service hours. Total expenses for 2008 were \$10,290,000 with a farebox recovery rate for 2008 at 28%.

**Benicia Mayor Elizabeth Patterson**

- For the CMP: **pg. 24** - please add the Benicia park and ride (not sure if this is CalTrans) at I-680 and East 2nd (across from Robert Semple).
- **Pg. 36**, I do not understand Table 2.0?
- **Pg. 40**, change 2nd paragraph "effects" to "affects".
- **Pg. 44** - 1st full paragraph, this is out of date: re, limiting development increases housing costs. Studies conducted where there is growth control such as Petaluma, Livermore, Oregon and so on show that there are other factors that contribute to high cost of housing. In California it is the prop 13 and the requirement for "development pays its way" as well as the high cost of land period because it is a capital investment with low tax. Other factors are the size of houses (difficult, therefore to compare across decades). It would be better to use language later on in the document that restricting development to urban footprint where there are existing infrastructure and services, mixed use and compact development, can reduce the use of the automobile.
- **Pg. 44**, 3rd paragraph, the actual increase in traffic is NOT commuting to work but rather the increase in trips for recreation, school (no buses), shopping and other regional destinations. There are more trips per person now than in the past and it is clear that one person can, generally, only have one job.
- **Pg. 52**, the reduce VMT from 2009 to 2035 by 10% is woefully inadequate. Just through congestion management, it is expected that we reduce traffic by 10%/ In order to actually make a significant difference in GHGs in Solano County, we need to reduce the carbon emissions by 35%. If you combine technologies with trip reduction that might be possible. I just don't think this standard would be seen in a positive way by the Attorney General who is reviewing the county Climate Action Plan and to which this ought to have some reference.

## MTC

### **Goals and objectives established in the RTP**

The 2009 CMP includes a new section on pp. 54-55 that discusses how the CMP supports MTC Transportation 2035 Plan goals and performance objectives. In addition, the CMP discusses tracking the MTC performance objectives as a part of future CMPs. I like this idea and think it will be helpful to track this at the county-level in addition to the regional level. I also like the addition of the existing public transit system and bicycle and pedestrian services sections into the CMP.

### **Consistency of the system definition with adjoining counties**

No elements were added to the CMP system during the preparation of the 2009 CMP, so consistency has not changed. Of Bay Area counties that adjoin Solano, Napa does not prepare a CMP, and Contra Costa has also not changed their CMP system.

### **Consistent with pertinent Air Quality Plans, as incorporated in the RTP**

On pp. 49-50, the CMP demonstrates how all applicable Federal and State TCMs have been addressed within the plan. BAAQMD is currently preparing the 2009 Clean Air Plan which will contain updated and new State TCMs. Because the 2009 CAP will not be adopted until after the Final CMPs are due, MTC does not expect these to be addressed in the CMP, but I just wanted to alert you that the TCM update process is ongoing. Perhaps a sentence noting the update process is occurring would be helpful.

### **Consistent with the MTC Travel Demand Modeling Databases and Methodologies**

The CMP notes on page 56 that the model contents and output were approved by the STA and NCTPA Boards, by Caltrans District 4 and MTC modeling staff in summer 2008. I am waiting to confirm with Chuck that he does not need to review again, but don't believe this will be necessary. If he does, I will request that you submit modeling information directly to him.

### **RTP Financial Requirements and Projections**

Because the Capital Improvement Program includes only those Solano projects that are fully contained in the RTP plus SHOPP projects, the CMP is linked to the financial constraint assumptions of the RTP. The CMP Guidance notes that "recognition of financial constraints, including the costs for maintaining, rehabilitating, and operating the existing multi-modal system and the status of specific major projects, will strengthen the consistency and linkage between the regional planning process and the CMP." I think a few sentences discussing maintenance, rehabilitation and operational costs of the existing system, and status of major projects could be helpful to include here to strengthen the linkage. Let me know if I missed where/how this is already addressed in the draft CMP.

### **Other Comments**

A few minor comments for your consideration that aren't directly related to MTC's consistency finding that occurred to me as I read through the document:

- Page 27 states that Transportation Fund for Clean Air (TFCA) funding comes from federal transportation legislation; however, I believe the funding for this grant program actually comes from a \$4 surcharge on motor vehicles registered in the Bay Area authorized by State law.
- Page 41 states "Land use development occurs where there either is or will be an adequate transportation system to serve the development." I agree that this is where land use development should occur, but not sure that this is always where it does occur.
- Page 42: Thanks for adding in the discussion of HOT lanes. Perhaps note that the "discussion in earnest about implementation of HOT lanes" includes MTC identifying it as an investment in the T2035 Plan.
- Page 47: In the Parking Management section, perhaps it would be appropriate to also mention the Regional Parking Reforms being pursued via the Joint Policy Committee as a part of the last paragraph talking about MTC's Parking Policy toolbox.
- Page 63: The 3rd paragraph mentions the Transportation Control Measures in the 2000 Clean Air Plan. I think this should actually say 2005 Ozone Strategy.



DATE: October 1, 2009  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
Robert Guerrero, Senior Planner  
RE: Comprehensive Transportation Plan (CTP) Update – Arterials, Highways  
and Freeways State of the System Report

---

**Background:**

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit).

One of the most important tasks for the CTP update is to identify the gap between the current county-wide transportation system and the goals for the system at the end of the time period covered by the CTP (2035). Each of the three CTP steering committees has adopted a Purpose Statement and Goals. Each of the Committees has also been requested to review and adopt a State of the System report for the CTP Element they review.

The STA has not previously prepared comprehensive State of the System reports for any of its CTP elements. Each report will address three areas: what is the "system" being reported on; what are the physical facilities that make up the system; and what are the programs and/or operational characteristics of the system.

**Discussion:**

The State of the System – Arterials, Highways, and Freeways report examines Solano County's Routes of Regional Significance roadway network. The report is divided into three sections:

1. Interstate Corridors
2. State Route Corridors
3. Local Roads

Each section has a physical description of the roadway facility, a discussion on traffic conditions and safety. The roadway information was taken directly from recent studies or reports, such as the SR 113 Major Investment Study (MIS) adopted by the STA Board earlier this year. Caltrans' Traffic Safety Data Branch Traffic Counts and CHP Statewide Integrated Traffic Report Survey (SWITRS) data was used for corridors that did not have recent studies or plans. It should be noted that there are State Routes with outdated reports. In future years, as the State of the System – Arterials, Highways, and Freeways report is updated and additional corridor studies are conducted, additional details on these roadways can be filled in.

The State of the System – Arterials, Highways, and Freeways report includes information on the condition of studied roadways, as measured by the Pavement Condition Index (PCI). Roadways and transit systems both require an initial capital investment to construct, and then on-going operations and maintenance funds to operate. The PCI information is received from the Metropolitan Transportation Commission (MTC), and reported on a yearly basis, showing the average PCI for each community over the preceding three years.

The State of the System – Arterials, Highways, and Freeways report was discussed by the Arterials, Highways and Freeways committee on September 28, 2009. The Committee asked for additional traffic information broken down by jurisdiction (total peak commute hour traffic into and out of each jurisdiction and regional through trips), and for additional traffic monitoring systems and changeable message signs. Staff noted that camera and changeable message sign information is contained in the I-80/I-680/I-780 Corridor Highways Operation Study and Implementation Plan, which will be incorporated into the CTP. A discussion of overall county commute and traffic patterns will be part of the introduction to the CTP, and will be reviewed by the Committee at a later date. The Arterials, Highways, and Freeways Committee voted to recommend that the State of the System - Arterials, Highways, and Freeways report be adopted by the STA Board.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the “State of the System – Arterials, Highways, and Freeways” Report included as Attachment A.

Attachments:

- A. Draft “State of the System – Arterials, Highways, and Freeways” Report (This attachment has been provided to the STA Board members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075.)



DATE: October 1, 2009  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Draft 2010 Legislative Priorities and Platform

---

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 14, 2009, the STA Board adopted its 2009 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2009. The STA Legislative Matrix (Attachment A) is highlighted with the year-end results of the state legislative activity.

**Discussion:**

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state and federal legislative consultants. The draft is distributed to STA member agencies, partner agencies, members of our federal and state legislative delegations, and the public for review and comment prior to adoption by the STA Board. The STA Technical Advisory Committee (TAC) and Transit Consortium reviewed the attached Draft 2010 Legislative Platform and Priorities (Attachment B) at the TAC and Consortium meeting in September.

Staff brings a recommendation to the STA Board to distribute the draft document for a 30-day review and comment period. The Final Draft 2010 Legislative Platform and Priorities will once again be reviewed by the TAC and Consortium before being placed on the December 2009 STA Board agenda for consideration.

For additional information, monthly legislative updates are included from our state legislative advocate (Attachment C) and federal legislative advocate (Attachment D).

**Recommendation:**

Authorize the Executive Director to distribute the Draft 2010 Legislative Priorities Platform for a 30-day review and comment period.

Attachments:

- A. STA Legislative Matrix
- B. STA's Draft 2010 Legislative Priorities and Platform
- C. State Legislative Update – Shaw/Yoder/Antwih
- D. Federal Legislative Update – Akin Gump

	<b>LEGISLATIVE MATRIX</b> <b>2009-2010 State and Federal Legislative Session</b> <i>September 16, 2009</i>	<b>Solano Transportation Authority</b> One Harbor Center, Suite 130 Suisun City CA 94585-2427 Phone: 707-424-6075 Fax: 707-424-6074 <a href="http://www.solanolinks.com/programs.html#lp">http://www.solanolinks.com/programs.html#lp</a>
	Solano Transportation Authority	

AB = Assembly Bill; ACA = Assembly Constitutional Amendment; ASM = Assembly; SB = Senate Bill; SCA = Senate Constitutional Amendment; SEN = Senate

### STATE Legislation:

Bill Number/Topic	Location	Summary	Position
<a href="#">AB 277</a> <a href="#">Ammiano</a> (D)  Transportation: local retail transaction and use taxes: Bay Area.	Vetoed 08/31/09	The Bay Area County Traffic and Transportation Funding Act establishes a process for each of the 9 counties in the San Francisco Bay Area to impose a retail transactions and use tax for transportation purposes subject to voter approval. Existing law provides for a county transportation expenditure plan to be developed in that regard, with expenditures from tax revenues to be administered by a county transportation authority, or, alternatively, by the Metropolitan Transportation Commission. Existing law requires the membership of a county transportation authority to be specified either in the county transportation expenditure plan or in the retail transactions and use tax ordinance. This bill would delete the option of specifying the membership of the authority in the retail transactions and use tax ordinance.	<b>Watch</b>
<a href="#">AB 744</a> <a href="#">Torrice</a> (D)  Transportation: Bay Area high-occupancy vehicle network.	SEN Approps. 08/27/09	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC.	<b>Support</b>
<a href="#">AB 1219</a> <a href="#">Evans</a> (D)  Public transportation: Solano Transportation Authority.	Chaptered (# 143) 08/06/09	<b>The Transportation Development Act, also known as the Mills-Alquist-Deddeh Act, provides for the allocation of local transportation funds in each county from 1/4 of 1% of the sales tax to various transportation purposes, including transportation planning, transit operations, and in some cases, local streets and roads. The act is administered by the transportation planning agency having jurisdiction and specifies the sequence of allocations to be made by that agency to eligible claimants. This bill would authorize the Solano Transportation Authority, a joint powers agency, to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County. Bill contains other related provisions and existing laws.</b>	<b>Sponsor and support</b>

Bill Number/Topic	Location	Summary	Position
<a href="#">ACA 9 Huffman</a> (D)  Local government bonds: special taxes: voter approval.	ASM Third reading 09/11/09	The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs, that is approved by 55% of the voters of the city, county, or city and county, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.	<b>Support</b>
<a href="#">ACA 10 Torlakson</a> (D)  Taxation: Education Finance District: special tax	To ASM Third reading 09/11/09	Would amend the California Constitution to lower the constitutional vote requirement for approval of a special tax to be levied by an education finance district from two-thirds to a majority of the district voters. It is supported by several within the education community. The California Association of Realtors and California Taxpayers' Association are in opposition.	None
<a href="#">ACA 15 Arambula</a> (D)  Local government transportation projects: special taxes: voter approval	ASM inactive file 09/11/09	Would lower the constitutional vote requirement for approval of a special tax to provide funding for local transportation projects from two-thirds to a 55% majority. The CA State Association of Counties, CA Transit Association, Sacramento Regional Transit District, Santa Clara Valley Transportation Authority, and Self-Help Counties Coalition are in support. The California Association of Realtors, Cal-Tax, and Howard Jarvis Taxpayers Association are in opposition.	<b>Support</b> 06/10/09
<a href="#">SB 205 Hancock</a> (D)  Traffic congestion: motor vehicle registration fees.  This became <a href="#">SB 83</a> (Hancock) 09/02/09	ASM Approps. Under submission 08/27/09  To enrollment 09/10/09	Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.	<b>Support</b>

Bill Number/Topic	Location	Summary	Position
<a href="#">SB 406</a> <a href="#">DeSaulnier</a> (D)  Land Use: environmental quality	Enrolled 09/15/09	This bill authorizes an additional fee (one or two dollars) on vehicle registration through an existing fee mechanism to be used for planning purposes related to SB 375 (Steinberg), and proposes new duties, membership, and funding for the Strategic Growth Council and the Planning Advisory and Assistance Council.	Support
<a href="#">SCA 6</a> <a href="#">Simitian</a> (D)  Taxation: educational entities: parcel tax.	SEN third reading 09/11/09	The bill would lower from 2/3 to 55% the threshold of voter approval necessary for school districts to enact parcel taxes. This is a companion measure to ACA 10. It is supported by several within the education community. The California Taxpayers' Association and California Association of Realtors are in opposition.	None
<a href="#">SCA 12</a> <a href="#">Kehoe</a> (D)  Public safety services: local government.	SEN third reading 09/11/09	The bill would lower from 2/3 to 55% the threshold of voter approval necessary for special taxes and bonded indebtedness for specified fire protection and public safety purposes. The California Professional Firefighters, California State Association of Counties, California Department of Forestry Firefighters, among others are in support. The California Taxpayers' Association and California Association of Realtors are in opposition.	None
<a href="#">SB 716</a> <a href="#">Wolk</a> (D)  Local transportation funds.	To enrollment 09/10/09	Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county and be allocated, as directed by the transportation planning agency, for various transportation purposes. This bill would authorize a county, city, county transportation commission, or transit operator to file a claim for an allocation of funds for vanpool service operation expenditures and capital improvement expenditures, including for vanpool services for purposes of farmworker transportation to and from work.	Watch

**FEDERAL Legislation:**

Bill Number/Topic	Location	Summary	Position
<a href="#"><u>HR 1571</u></a> <b>Tauscher (D-CA)</b>  Private investment in Commuter Vanpooling Act of 2009	Referred to HOUSE SUBCOMMITTEE ON HWYS & TRANSIT 03/18/09	This bill would amend title 49, United States Code, to permit certain revenues of private providers of public transportation by vanpool received from providing public transportation to be used for the purpose of acquiring rolling stock, and to permit certain expenditures of private vanpool contractors to be credited toward the local matching share of the costs of public transportation projects.	None
<a href="#"><u>HR 2454</u></a> <b>Waxman (D-CA)</b>  American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i>	7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.	To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill's enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support "complete streets" policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.	None
<a href="#"><u>S 1156</u></a> <b>Harkin (D-IA)</b>  Safe Routes to School Program Reauthorization Act	05/21/09 Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.	This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.	None



# Solano Transportation Authority

## DRAFT 2010 Legislative Priorities and Platform

*(For Review by STA TAC/Consortium on 09/30/09)*

### LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority projects and transit services:
  - A. New Authorization as submitted for Federal Fiscal Year (FFY) 2010
    1. I-80/I-680/SR 12 Interchange
    2. Travis AFB North Gate Access Improvements/Jepson Parkway Project
    3. Alternative Fuel SolanoExpress Bus Replacement
    4. Vacaville Intermodal Station (Phase 2)
  - B. Appropriations as submitted for Federal Fiscal Year (FFY) 2010
    1. Travis AFB North Gate Access Improvements/Jepson Parkway Project
    2. Fairfield Transportation Center
    3. Alternative Fuel SolanoExpress Bus Replacement
    4. Vacaville Intermodal Station (Phase 2)
    5. SR 12 Major Investment Study
  - C. New Authorization as proposed for Federal Fiscal Year (FFY) 2016
    1. I-80/I-680/SR 12 Interchange (Phase 2)
    2. Travis AFB North Gate Access Improvements
    3. Jepson Parkway Project
    4. North Connector West End at SR 12
    5. Fairfield Transportation Center
  - D. Appropriations as proposed for Federal Fiscal Year (FFY) 2011
    1. Travis AFB North Gate Access Improvements/Jepson Parkway Project
    2. Fairfield Transportation Center
    3. Alternative Fuel SolanoExpress Bus Replacement
    4. Safe Routes to School
    5. Dixon Intermodal/Parkway Blvd. Rail Crossing
    6. I-80 Corridor Vallejo Economic Development Plan
    7. Vallejo Ferry Station (Future phase)
    8. Curtola Transit Center (Phase 1)
2. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.
3. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.
4. Oppose efforts to reduce or divert funding from transportation projects.
5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
6. Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of HOT Lanes are spent to improve operations and mobility for the corridor in which they originate.

## DRAFT 2010 STA Legislative Priorities and Platform

(For Review by STA TAC/Consortium on 09/30/09)

7. Sponsor Express Lanes (High Occupancy Toll) demo project on the I-80 corridor.
8. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research.
9. Pursue and support opportunities to exempt projects funded by local sales tax measures from the provisions of SB 375 (Steinberg).
10. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
11. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transportation.
12. Monitor any new bridge toll proposals, support the implementation of projects funded by Regional Measure 2 (RM 2) and AB 1171.
13. Support federal and state legislation framed by California Consensus Principles (Item XIV) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).

### LEGISLATIVE PLATFORM

#### *I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)*

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.
3. Support legislation confirming in the California Vehicle Code that qualified Commuter Vanpools receive free toll passage across toll bridges 24 hours a day as stated in Caltrans Bridge Toll Policy.
4. Support legislation that increases employers' opportunities to offer commute incentives.
5. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects, including Proposition 1C funds. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.
6. Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of HOT Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #6)

## DRAFT 2010 STA Legislative Priorities and Platform

(For Review by STA TAC/Consortium on 09/30/09)

7. Sponsor Express Lanes (High Occupancy Toll) demo project on the I-80 corridor. (Priority #7)

### II. Climate Change/Air Quality

1. Monitor the implementation of the 2004 Ozone Attainment Plan by the Environmental Protection Agency (EPA).
2. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research. (Priority #8)
3. Pursue and support opportunities to exempt projects funded by local sales tax measures from the provisions of SB 375. (Priority #9)
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
5. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
6. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
7. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
9. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
10. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels. (Priority #10)
11. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
12. Support federal climate change legislation that provides funding from cap and trade programs to local transportation agencies for public transportation.

# DRAFT 2010 STA Legislative Priorities and Platform

(For Review by STA TAC/Consortium on 09/30/09)

## III. Congestion Management

1. Monitor administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

## IV. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

## V. Environmental

1. Monitor legislative and regulatory proposals related to the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.
3. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.

## VI. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.
2. Monitor implementation of SB 1093 (Vallejo Baylink Ferry transition to the San Francisco Bay Area Water Emergency Transportation Authority, or WETA) and support efforts to ensure current level of service directly between Vallejo and San Francisco.

## DRAFT 2010 STA Legislative Priorities and Platform

(For Review by STA TAC/Consortium on 09/30/09)

### VII. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transportation. *(Priority #11)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #3)*
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
9. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. *(Priority #5)*
10. Ensure that fees collected for the use of High Occupancy Toll (HOT) Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #6)*
11. Support federal and state legislation framed by California Consensus Principles (Item #XIV) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales). *(Priority #13)*
12. Support ongoing efforts to protect and enhance federal funding as reauthorized 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.
13. Participate in efforts to reauthorize federal transportation policy and funding as framed by California Consensus Principles (Item XIV), focusing efforts on securing funding for high priority regional transportation projects in the next transportation reauthorization bill which is scheduled to go into effect on October 1, 2010.

## DRAFT 2010 STA Legislative Priorities and Platform

(For Review by STA TAC/Consortium on 09/30/09)

14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs, and for transit operations.
16. Monitor the distribution of state transportation demand management funding.
17. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any ballot initiative. (Priority #4)
18. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.

### VIII. Liability

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

### IX. Paratransit

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

### X. Project Delivery

1. Monitor legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation projects.

## DRAFT 2010 STA Legislative Priorities and Platform

(For Review by STA TAC/Consortium on 09/30/09)

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

### *XI. Rail*

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance funds.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Monitor the implementation of the High Speed Rail project.

### *XII. Safety*

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).
3. Support legislation to further fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

### *XIII. Transit*

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.

## DRAFT 2010 STA Legislative Priorities and Platform

(For Review by STA TAC/Consortium on 09/30/09)

3. Support tax benefits and/or incentives for programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large Urbanized Areas (UZAs).
6. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Priority # 12)*

### XIV. Federal New Authorization Policy

The National Surface Transportation Policy and Revenue Study Commission presented a report outlining a new long-term strategic transportation vision to guide transportation policymaking at the national level. The Solano Transportation Authority supports the principles contained in the Commission's "Transportation for Tomorrow," released in January 2008, specifically as summarized below:

#### Recommended Objectives for Reform:

- Increased Public and Private Investment
- Federal Government a Full Partner
- A New Beginning

#### Major Changes Necessary to Accomplish Objectives:

1. The federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objective of genuine national interest. The 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:
  - Rebuilding America – state of good repair
  - Global Competitiveness – gateways and goods movement
  - Metropolitan Mobility – regions greater than 1 million population
  - Connecting America – connections to smaller cities and towns
  - Intercity Passenger Rail and Water Transit – new regional networks in high-growth corridors
  - Highway Safety – incentives to save lives
  - Environmental Stewardship – both human and natural environments
  - Energy Security – development of alternative transportation fuels
  - Federal Lands – providing public access on federal property
  - Research and Development – a coherent national research program

National, state and regional officials and other stakeholders would establish performance standards, develop detailed plans for achievement, and develop detailed cost estimates to create a national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding.

## DRAFT 2010 STA Legislative Priorities and Platform

*(For Review by STA TAC/Consortium on 09/30/09)*

2. Congress should establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions to perform two principal planning and financial functions:
  - a. Oversee various aspects of the development of the outcome-based performance standards.
  - b. Establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share.
3. Project delivery must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits.
4. Major revenue reform is necessary:
  - a. All levels of government and the private sector must contribute their appropriate shares.
  - b. User financing must be implemented.
  - c. Budgetary protections for the Highway Trust Fund must be put in place.
  - d. Legislation must be passed to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU.

### Between 2010 and 2025:

- a. Federal fuel tax should be raised and indexed to the construction cost index.
- b. Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
- c. Congress needs to remove certain barriers to tolling and congestion pricing by modifying the current federal prohibition against tolling on the Interstate System to allow:
  - i. Tolling to fund new capacity, with pricing flexibility to manage its performance.
  - ii. Congestion pricing in metropolitan areas with populations greater than 1 million.
- d. Congress should encourage the use of public-private partnerships to attract additional private investment to the surface transportation system.
- e. State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

### Post-2025:

- a. A vehicle miles traveled (VMT) fee should be implemented.



**SHAW/YODER/ANTWIH, inc.**  
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

September 24, 2009

TO: Board Members, Solano Transportation Authority

FROM: Gus Khouri, Legislative Advocate  
Shaw / Yoder / Antwih, Inc.

**RE: STATE LEGISLATIVE UPDATE- SEPTEMBER**

---

**2009-10 Budget**

On July 24<sup>th</sup>, the legislature voted on package that addressed a deficit of more than \$23 billion. The Governor signed the package on July 28<sup>th</sup>. Local government and transportation are impacted as follows:

- Suspension of Proposition 1A (repayment must occur within 3 years with interest), a \$6 billion reduction to Proposition 98, \$1 billion cut to Medi-Cal, \$1 billion reduction to the University of California and California State University systems.
- The Governor did not propose a suspension of Proposition 42. Rather, 1<sup>st</sup> and 2<sup>nd</sup> quarter payments for cities and counties will be suspended until the 3<sup>rd</sup> quarter (March 2010).
- A plan to divert approximately \$1 billion of gas tax revenue for local streets and roads funding (HUTA funds) was defeated at the eleventh hour.
- Over \$336 million in “spillover revenue” that are projected to accrue in 2009-10 to fund transit bond debt service are diverted for General Fund purposes.
- Provides full funding to the High Speed Rail Authority (\$139 million) from Proposition 1A bond funds.

According the Governor, California's budget situation is likely to remain challenging for some time for two reasons. First, while the economic forecast projects a recovery from the recession will begin next year, the recovery is not expected to be as robust as in past years. Second, some of the solutions to the budget crisis are one-time, or of limited duration. This is to be expected in the face of such a severe fiscal crisis. It would simply not have been possible to have balanced the budget entirely with permanent tax increases and ongoing spending cuts, given federal, constitutional and other limitations. Preliminary projections for the 2010-11 fiscal year suggest that the state will face a significant budget shortfall; perhaps in the \$7 to 8 billion range with even larger shortfalls projected in out years.

**Legislative Calendar**

After adjourning for Summer Recess upon approving a revised 2009-10 State Budget on July 24<sup>th</sup>, the legislature reconvened on August 17<sup>th</sup> to complete its business for

the remainder of Regular Session. The legislature adjourned Regular Session on September 11<sup>th</sup>. An ambitious agenda had been set forth as both houses attempted to reach a compromise (to no avail) on water, prison reform, and renewable energy prior to the deadline. In addition, the Governor called for two Special Sessions: one to review the findings of the Commission on the 21<sup>st</sup> Century Economy (please see the attached to view our summary on the Commission's work); and another to review K-12 education funding. A date for either has yet to be determined. The Legislature may however reconvene on October 13<sup>th</sup> to consider a water bond package.

### **Commission on the 21<sup>st</sup> Century Economy**

Last October, Governor Schwarzenegger issued Executive Order S-12-08 which created the bipartisan Commission on the 21st Century Economy (Commission) to re-examine and modernize California's out-of-date revenue laws that contribute to "feast-or-famine state budget cycles." The Commission subsequently held seven meetings (1/22, 2/12, 3/10, 4/9, 6/16, 7/16, 8/26, 8/28, 9/10, and 9/14) to discuss and formulate a proposal to the legislature. The Commission is comprised of 14 members; seven appointed by the Governor, and seven appointed by the legislature.

On July 29<sup>th</sup>, Governor Schwarzenegger's Executive Order S-15-09 mandated that the Commission submit its findings to the Governor and legislature on or before September 20, 2009. The Governor expressed the following principles for the Commission to consider:

- Establish a 21<sup>st</sup> century tax structure that fits with the state's 21<sup>st</sup> century economy;
- Stabilize state revenues and reduce volatility;
- Promote the long-term economic prosperity of the state and its citizens;
- Improve California's ability to successfully compete with other states and nations for jobs and investments;
- Reflect principles of sound tax policy including simplicity, competitiveness, efficiency, predictability, stability, and ease of compliance and administration;
- Ensure that tax structure is fair and equitable.

The Commission wants to structure its recommendations as follows:

- 1) Recommend statutory changes to revenue related items that can be acted upon by the legislature immediately.
- 2) Recommend additional changes in the tax structure (increases/decreases) that can be enacted by either through the initiative process to amend the Constitution.
- 3) Identify other areas of fiscal reform.

### **Overview of the Commission's Proposal**

According to Chairman Parsky, the Commission is not trying to solve California's current budget problems. The purpose of the Commission is to make suggestions as to how the Governor can create revenues to provide Californians with the services they need. Although it is not required by the Governor's Executive Order, the Commission has decided to craft a tax package that is revenue neutral. The following is a very brief description of the various components of the Tax Plan.

### **Personal Income Tax**

The personal income tax (PIT) would significantly change in structure and the state's

reliance on this revenue source would diminish substantially. Under the proposal, the number of tax brackets would be reduced from six to two; credits would be eliminated (except for the other states' tax credit); deductions would be dramatically curtailed. After a phase-in period based on reductions in the current law PIT, the new PIT structure beginning in year three of the plan would be as follows:

- Tax rate of 2.75% for income up to \$56,000 for joint filers (\$28,000 single filers) and 6.50% for incomes above that amount.
- Standard deduction of \$45,000 for joint filers (\$22,500 single filers).
- Itemized deductions limited to mortgage interest, property taxes and charitable contributions

### Corporation Tax

The corporation tax on businesses would be eliminated in 2012, the first year of the tax plan.

### Sales and Use Tax

The state portion of the sales and use tax (SUT) would be phased-out beginning in the initial year of the tax plan. The SUT would be reduced by 1% during each of the five years of the plan's phase-in period. Annual reductions would be contingent on the revenues generated by the newly imposed business net receipts tax as described below. To the extent that revenue from the new tax fell short of estimates, the precise reduction in the SUT rate would be adjusted.

### Business Net Receipts Tax

A business net receipts tax (BNRT) would be imposed on all businesses deemed to be doing business in the state. Doing business would constitute not only physical presence in the state but also economic presence. The tax would be based on net receipts, calculated by subtracting purchases from the gross receipts of the firm. It would apply to all forms of business including C corporations, pass-through entities and sole proprietorships. The BNRT would apply all sectors of the economy. The tax would be phased-in over a five year period as other taxes were eliminated and phased-out.

### Rainy Day Reserve Fund

The annual transfer of 3 percent would continue under this proposal. New reserve requirements would increase the target for the reserve fund to 12.5 percent of state revenues, up from 5 percent of revenues. Unanticipated or one-time revenues and receipts would be dedicated to building up the reserve. The circumstances under which revenue transfers to the reserve fund could be suspended would be severely restricted. In addition, there would be more stringent controls on the circumstances for the withdrawals of moneys from the reserve fund as well as the purposes for which the money could be used.

Furthermore, the Commission was considering a "Pollution Tax" (please see the attached) which would impose an additional 18-cent per gallon tax on gasoline that would be adjusted by the Consumer Price Index (CPI) and an additional 7-cent per gallon increase per year for ten years. This proposal is estimate to generate over \$3 billion in the first year of implementation for the following:

- \$1 billion to the State Highway Operation and Protection Program (SHOPP);

- \$1 billion to cities and counties for maintenance and rehabilitation of local streets and roads;
- \$600 million to reimburse the state general fund for the cost of paying rebates to low income motorists under this proposal;
- \$500 million to the state general fund for debt service relief on transportation-related bonds;
- \$400 million for direct grants to metropolitan planning organizations (MPOs) and regional transportation planning agencies (RTPAs) around the state for “SB 375 and Blueprint”-related projects. The statewide distribution formula is not yet defined, and;
- \$100 million to the Strategic Growth Council grants and loans to local agencies to fund SB 375/Blueprint-related planning activities.

### Impacts on Transportation Funding

**1. A reduction in the state sales tax would be detrimental to transportation and transit in particular.** Critical programs such as Proposition 42 (Prop 42) would be eviscerated, meaning there would be no funding for the STIP. City and county projects in addition to transit would see significant reductions as well. Proposition 42 generates approximately \$1.4 billion annually. Furthermore, the core sources that comprise the Public Transportation Account (PTA) all contain sales tax revenue: 1) transit receives 20% (roughly \$280 million) of the sales tax on gasoline (Proposition 42); 2) 100% of the sales tax on diesel (roughly \$200 to \$400 million); 3) 100% of the portion of the sales tax on the gas tax (the 9 cents that was added in 1990); and 4) traditionally has received 100% of the spillover revenue is generated. Spillover is the difference between the state sales tax rate (5.25%) applied to all taxable goods except gasoline and the state sales tax rate (5.0%) applied to all taxable including gasoline. Essentially, spillover is generated when the price of gasoline increases at a faster rate than all other taxable items. This would result in an additional annual loss of at least \$300 to \$500 million of the remaining “core” (sales tax on diesel, sales tax on Prop 111 gas tax), and well over \$1 billion when factoring in the varying amounts of spillover.

Half of the funds generated from the above mentioned sources (with the exception of transit’s share of Prop 42) have traditionally been deposited into the State Transit Assistance (STA) program, which is a subaccount of the PTA, and can be used for operations as well as capital expenditures. The other half of the generated funds are used for a variety of expenditures including funding the PTA-STIP, which is for new capacity, the intercity rail program, as well as providing the California Transportation Commission (CTC), Caltrans, and California Public Utilities Commission (CPUC), with funding to operate. Elimination of these sources would zero out state funding for public transportation operations and capital expenditures.

You legislative advocacy team urged the Commission to consider exempting the sales tax on gasoline and diesel from the reduction, and ultimate repeal, proposed for the general sales tax.

**2. The Pollution Tax would generate much needed revenue for the SHOPP and SB 375 planning, but is more restrictive to transit.** In fact, it may only potentially help transit capital, but will not assist transit operations and will not allow for rolling

stock (rail car and bus) purchases due to the Article XIX restrictions of the California Constitution.

Commissioner Curt Pringle suggested increasing the pollution tax by an amount that is equal to the amount that the sales tax is reduced. This would not help transit however because we would be trading flexible funding that we could use for operations and rolling stock purchases for restrictive capital expenditures (mass transit guideways). Elimination of these sources would zero out state funding for public transportation operations and capital expenditures.

Your legislative advocacy team lobbied the Commission consider an increase of the excise tax as the pollution tax attempts to do, while maintaining the sales tax on gasoline, which would also increase the size of sales-tax generated pots. For example, since the excise tax is factored into the price of gasoline, an increase would also mean that the sales tax applied to gasoline would generate more money to Prop 42 than it currently does. The pollution tax should supplement, not supplant the current system. It is our understanding that the Pollution Tax was considered to be recommended within Category 3 (identify other areas of fiscal reform) of the Commission's report, if it is adopted.

#### Latest Developments

Both Josh Shaw and Gus Khouri engaged Commissioners Fred Keeley and Curt Pringle on the Pollution Tax and the elimination of the sales tax on gasoline.

We were successful in talking the Commission out of eliminating the sales tax on gasoline and diesel fuel as well as ensuring that transit operators would receive a portion of the funding made available in the pollution tax to combat greenhouse gas emissions. At our behest, Commissioner Keeley sent a letter to his fellow Commissioners to protect the sales tax on gasoline revenue (please see the attached letter from Fred Keeley to his colleagues on the Commission).

During its Monday, September 14<sup>th</sup> meeting however, the Commission decided to not include the Pollution Tax as part of its final recommendations to the Governor and legislature. Fortunately, the Commission did decide to exempt the sales tax on gasoline and diesel from the elimination of the state sales tax. Commissioner Keeley stated that he would not sign the report as a result of the Commission's decision on the Pollution Tax, among other things. It is uncertain as to whether the Commission will attain unanimity on any proposal.

Several business groups, including the California Chamber of Commerce, have expressed concerns to the Commission on its proposed package. They believe that the BNRT is "risky and inappropriate to move forward with dramatic changes to the tax structure without first fully vetting their impact on California jobs and the economy." The Commission may hold one more meeting before submitting its report.

AKIN GUMP  
STRAUSS HAUER & FELD LLP  
Attorneys at Law

## MEMORANDUM

September 23, 2009

To: Solano Transportation Authority  
From: Akin Gump Strauss Hauer & Feld LLP  
Re: September Report

There were many transportation developments in Washington in September, including developments on appropriations legislation, the reauthorization of SAFETEA-LU and climate change legislation.

**Surface Transportation Reauthorization**

The House and Senate have been unable to reach agreement on multiyear surface transportation reauthorization legislation or a short-term extension of SAFETEA-LU, which expires on September 30. On September 23, the House of Representatives approved a 3-month extension of SAFETEA-LU (H.R. 3617), which House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN) authored. The House Republican Leadership had urged its members to vote against the bill because the Democratic leadership decided to consider it under suspension of the rules without opportunity for debate. The Republican leadership wanted the House to fully debate the bill so that Members could voice their opposition to a gas tax increase and be on record supporting the 18-month extension pending in the Senate. The effort failed and 86 Republicans voted with the Democrats to extend current law from September 30 to December 31.

The House bill would fund the highway and transit programs at fiscal year 2009 levels for three months. The House bill directs DOT to apportion highway and transit formula funding in the same manner as directed under SAFETEA-LU. The bill would require DOT to distribute funding authorized under the high priority projects, transportation improvements, multimodal facilities and bridge discretionary programs to states in the percentage that the state received earmarks under those programs in fiscal year 2009. The House would direct DOT to distribute the funding under the projects of national significance and corridors programs based on selection criteria in SAFETEA-LU. Likewise the bill would distribute bus and bus facilities funding and new starts funding to the Federal Transit Administration for distribution to transit agencies.

The Senate Democratic Leadership is attempting to negotiate a unanimous consent agreement to limit amendments and allow a vote on an 18-month extension next week. The Obama Administration supports the 18-month extension and the bill has been approved by the Senate Environment and Public Works Committee, as well as the three other Committees with

Solano Transpiration Authority  
September 23, 2009  
Page 2

jurisdiction over transportation programs (Banking, Commerce and Finance). A conference committee ultimately may determine the length of the extension.

The Senate bill would extend funding for the surface transportation programs through March 2011 at fiscal year 2009 levels. As in the House bill, the Senate bill would direct DOT to allocate to the states funds under the SAFETEA-LU earmarked accounts in the same percentage that the state received earmarks under those programs in fiscal year 2009. These funds would be distributed under the STP program. The only difference from the House bill is that the projects of national significance and corridor program would be distributed to the states by formula and not through a discretionary program at DOT.

Congress also must address in conference whether to stop or reverse the \$8.7 billion rescission of highway contract authority which will take effect on September 30 if a law is not passed which would repeal the requirement. The Senate bill includes a provision to repeal the rescission, which was enacted as Section 10212 of SAFETEA-LU. The repeal provision was not included in the House bill because it would increase the federal deficit by \$490 million and no offsets have been identified.

Because Congress would not be able to complete work on an extension by Wednesday (September 30), House and Senate leadership have agreed to include a one month extension of SAFETEA-LU in the continuing resolution that the House approved today and the Senate will approve on Tuesday. The Continuing Resolution will fund government programs for one month and was included in the conference report of the Legislative Branch Appropriations (H.R. 2918). Most discretionary programs are funded at fiscal year 2009 levels; however, the funding for transportation in the resolution is significantly lower than what is authorized in the extension bills. Funding levels would be in effect until October 31 or until Congress enacts a revision of the extension bills. The continuing resolution does not repeal the rescission.

### **Fiscal Year 2010 Appropriations**

On September 17, the Senate approved a \$122 billion fiscal year 2010 THUD appropriations bill, setting the stage for a conference with the House.

The greatest difference in the bill is funding for high speed and intercity rail and funding of a discretionary surface transportation program similar to the TIGER program authorized in the Recovery Act. The House bill includes \$4 billion for high speed passenger rail, but authorizes DOT to transfer up to \$2 billion from the rail program to fund a National Infrastructure Bank, if Congress establishes the bank in fiscal year 2010. The Administration indicated that it supports the House funding and language. The Senate bill includes \$1.2 billion for intercity and high speed rail and contains no funding for the National Infrastructure Bank.

Solano Transpiration Authority  
September 23, 2009  
Page 3

The Senate bill has more funding for transit new starts (\$2.307 billion v \$1.827 billion), highway programs (\$42.9 billion v \$41.1 billion), and includes \$1.1 billion for the discretionary program mentioned above. Both the House and Senate bills include \$584 million for bus and bus facilities, \$300 million less than in fiscal year 2009. The House Report states that 50 percent of funds that are not earmarked (approximately \$86 million) would be used for the Transit Investment in Greenhouse Gas and Energy Reduction (TIGGER) program. The Senate bill provides \$100 million for the grant program.

It is unclear when a conference on the THUD bill will be convened. To date, Congress has not enacted any of the 12 appropriations bills. Five bills are awaiting conference (Agriculture, Energy and Water, Homeland Security, Interior, and THUD) and the Senate has not voted on 6 bills. It is likely that some of the bills will be bundled into an omnibus spending bill and will be postponed to later in the session.

### **Climate Change**

After a series of postponements, Senate Environment and Public Works (EPW) Committee Chairman Barbara Boxer (D-CA) and Foreign Relations Committee Chairman John Kerry (D-MA) are expected to introduce a climate change bill on September 30. Hearings will be scheduled for the week of October 5, with a mark-up to follow either during the week of October 12 or 19.

The bill likely will include language similar to the House bill that would require States and MPOs to establish targets for reducing greenhouse gas emissions emitted from transportation and that investment in public transit will be included in the list of activities that should be included in a strategy to combat climate change. Allowances allocated to States and industries likely to be impacted by the carbon caps established under the bill are under negotiation and will not be adopted until the EPW Committee's mark-up of the bill. Under the House bill, the bulk of allowances were provided to electricity producers (30 percent) to prevent consumer rate increases. Allowances also were provided for other energy intense industries, trade-exposed businesses, merchant coal generators, natural gas local distribution companies and oil refineries. Language in the House bill permits States to use of to 10 percent of their allowances, or about 1 percent of total allowances (an estimated \$420 million annually by 2030), to support transit.

Transit advocates are lobbying to increase the share of allowances to support public transportation. Sen. Tom Carper (D-DE) and the other CLEAN TEA (S. 575) sponsors on the EPW Committee [Democratic Senators Specter (PA), Lautenberg (NJ), Cardin (MD), Gillibrand (NY), and Merkley (OR)] have requested 10 percent of total allocations be directed to transit (an estimated \$10 billion annually by 2030). While an allocation of 10 percent appears unlikely, Sen. Carper will attempt to negotiate an allocation of at least 3 percent or will offer an amendment in the Senate mark-up to obtain the funding.



DATE: October 2, 2009  
 TO: STA Board  
 FROM: Sam Shelton, Project Manager  
 RE: STA Safe Routes to School Program's FY 2009-10 Work Plan

**Background:**

The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005 with the initiation of a Countywide SR2S Plan. This effort was started in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The plan was completed and a SR2S Program established in February 2008. The program works to encourage more students to walk and bike to school by identifying a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

In 2005, the STA began the Safe Routes to School (SR2S) planning without identified program funding. Since the plan was adopted, the STA has successfully brought together over \$1M to begin the program. A summary of the funding distribution is as follows:

**STA Safe Routes to School Program – Grant Funds Overview**

Grant Program	Agency	STA SR2S Program Use	Grant
Clean Air Program	Yolo-Solano Air Quality Management District (YSAQMD)	FY 2008-09 Engineering Projects in Dixon, Rio Vista and Vacaville	\$60,000
		FY 2009-10 Encouragement & Education activities + Program Coordinators	\$60,000
STA's Eastern Solano Congestion Mitigation and Air Quality Program (ECMAQ)	Solano Transportation Authority (STA)	FY 2008-09 Engineering Projects in Dixon, Rio Vista and Vacaville	\$240,000
Transportation for Clean Air (TFCA) Program Manager funds (managed by STA Staff)	Bay Area Air Quality Management District (BAAQMD)	FY 2008-09 and FY 2009-10 Encouragement & Education activities	\$116,000
		FY 2009-10 and FY 2010-11 Program Coordinators	\$60,000
Transportation for Clean Air (TFCA), Regional Grant (managed by BAAQMD staff)	Bay Area Air Quality Management District (BAAQMD)	FY 2009-10 and FY 2010-11 Education, Encouragement, and Engineering (radar speed signs)	\$400,000
Transportation Development Act (TDA) Article 3	Solano Transportation Authority (STA)	FY 2009-10 Bicycle Education (assemblies, bike rodeos, and equipment)	\$40,000
T-PLUS Federal Planning Funds	Solano Transportation Authority (STA)	FY 2009-10 SR2S Plan Update (add more schools)	\$85,000
<b>TOTAL</b>			<b>\$1,058,000</b>

In 2008, assisted by the STA's SR2S Plan & Program's recommendations and support, the City of Vallejo and the City of Suisun City received over \$1M in grant funding from Caltrans for SR2S Safety Engineering Projects. In 2009, the City of Vallejo received an additional \$500,000 from the Caltrans SR2S engineering program.

After adoption of the STA's Countywide SR2S Plan in February 2008, the STA implemented two pilot programs: 1) a \$300,000 pilot engineering project grant program; and 2) a pilot education and encouragement program. \$300,000 in pilot engineering projects have been awarded grant funding and are estimated to be completed by the Summer 2009.

Four schools participated in the STA's pilot education and encouragement program between May and June 2008, holding Bike Rodeos and Walk & Roll events in preparation for FY 2008-09 activities. Bike Rodeos are a series of bike safety training stations designed to improve bicycling skills and rider awareness in cooperation with local police. Walk and Roll days are encouragement events where students who walk and bike to school are given tickets (a few blocks from school by volunteers) that they can redeem for treats and prizes.

In March 2009, the STA Board approved the current 3-Year SR2S Advisory Committee Work Plan, which reflects the SR2S Plan's priority programs and projects and the SR2S Plan's goals, as adopted by the STA Board in 2007 and 2008 (Attachment A). The Board also adopted the FY 2008-09 program activities, including the 10 schools involved and the lead staff in charge of the events (Attachment B). Attached are student travel mode statistics before and after FY 2008-09 program activities (attachment C).

In July 2009, the STA Board authorized the Executive Director to enter into two year agreements not to exceed \$152,000 for a Safe Routes to School part time program coordinator and safety coordinator.

**Discussion:**

On September 23, 2009, the STA's Safe Routes to School Advisory Committee (SR2S-AC) recommended approval of the FY 2009-10 SR2S Program Work Plan, which includes the delivery of 28 radar speed signs and the facilitation of safety assemblies, Walk & Roll prize events, bicycle rodeos for 60 schools, and walking audit & planning events for 20 to 30 additional schools (Attachment D).

To carry out this work plan, the SR2S Advisory Committee recommended that the STA contract with Solano County's Department of Public Health to provide program & safety coordination services. STA staff recommends extending the contract scope beyond the previously approved \$152,000 for staff and program coordinator time by an additional \$154,800 to also cover the use of Solano County fleet vehicles and purchases of event materials in the course of providing program coordination services over a two-year period, as constrained by the SR2S work plan for FY 2009-10.

At the September 30, 2009 Technical Advisory Committee (TAC), this proposed action received unanimous support to send a recommendation to the STA Board to approve actions related to the SR2S Program.

**Fiscal Impact:**

None. The FY 2009-10 SR2S Program Work Plan's funding is already part of the STA's FY 2009-10 Budget and Work Plan. No new funding will be added or removed. Approval of this item would determine the scope of work for the funding.

**Recommendation:**

Approve the following:

- A. STA's Safe Routes to School Work Plan for FY 2009-10 as described in Attachment D;  
and
- B. Authorize the Executive Director to enter into two year agreements not to exceed \$152,000 for a Safe Routes to School part time program coordinator and safety coordinator services and not to exceed \$154,800 for related education & encouragement vehicle & material costs.

Attachments:

- A. STA SR2S Program 3-Year Work Plan (FY 2008-09, 09-10, 10-11), 01-13-09
- B. STA SR2S Program FY 2008-09 Program Activities, 01-13-09
- C. STA SR2S Program Student Travel Mode Statistics (October 2007 & May 2009)
- D. STA SR2S Program FY 2009-10 Program Activities, 09-21-09

**Solano Transportation Authority  
Safe Routes to School Program  
FY 2008-09, 09-10, 10-11 Work Plan**



**Safe Routes to School Advisory Committee (SR2S-AC) Tasks:**

**1. Review & Recommend the following documents to the STA Board for public release:**

- *STA SR2S Program Work Plan*  
This document will explain in detail how the STA plans to achieve the goals of the SR2S Program with specific tasks.
- *STA SR2S Program Status Report*  
This report will describe the status of funded SR2S projects and programs in Solano County. Statistics collected from bi-annual surveys will also be presented in this report.
- *STA SR2S Program Factsheet*  
This factsheet will be a 2-sided handout, briefly describing the STA's SR2S Program, to educate the public about the SR2S Program.

**2. Advocate for additional funding sources to fund the SR2S Program.**

- *Federal, State, Regional, and Local*  
Grants come in all shapes and sizes and STA staff will keep the SR2S-AC informed of grant opportunities to fund the SR2S Program.

**3. Recommend SR2S projects and programs to the STA Board for funding.**

- *Future Education, Encouragement, and Enforcement Programs*  
3-year Education & Encouragement Program: Currently, the STA has \*\$281,000 for SR2S maps, Walk and Roll events, and education materials in Western Solano County. Funding for projects in Eastern Solano County will need to be identified.
- *Future Engineering Programs*  
Radar Speed Sign Program: Currently, the STA has \$275,000 to build about 23 radar speed signs on the western side of Solano County (Benicia, Fairfield, Suisun City, and Vallejo). Additional funding for projects in Eastern Solano County will need to be identified. STA Staff will work with local SR2S task forces to select projects. Project recommendations will be made by early summer.
- *Hire Part-time SR2S Coordinators for Program Coordination & Safety*  
As identified in the SR2S Plan, a full-time coordinator will be required to efficiently manage a Countywide SR2S Program. STA Staff has recommended that future air district grants be spent on funding a program coordinator and a safety specialist for FY 2009-10 and FY 2010-11. This program coordinator would also be in charge of adding additional schools to the STA SR2S Plan.

\*The STA's SR2S 3-Year Budget has more details of funded projects and programs and is available upon request.

## FY 2008-09 Education and Encouragement Specific Work Plan

For FY 2008-09, ten schools have been selected to receive a total of \$23,500 for encouragement events (see table below). Based on the 2008 SR2S pilot encouragement events, STA staff believes that about 3-4 encouragement events can be scheduled between now and the end of June per school, for a total of 30 to 40 events. STA does not have dedicated staff to coordinate and facilitate this many events. As discussed at the last two SR2S-AC meetings, committee members recommended entering funding agreements with partner agencies willing to support the program. STA has executed the following funding agreements to support these schools:

### FY 2008-09 STA Safe Routes to School Program, Participating Schools, Partner Agencies, and Lead Staff

City	School	Grant Funding	Partner Agency	Staff Contacts
Benicia	Benicia High School	\$2,500	Benicia PD	Sgt. Frank Hartig
Benicia	Benicia Middle School	\$1,500	Benicia PD	Sgt. Frank Hartig
Benicia	Matthew Turner Elementary	\$1,500	Benicia PD	Sgt. Frank Hartig
Fairfield	Anna Kyle Elementary	\$2,500	SNCI/SOL Co.	*Judy Leaks / Tracy Nachand
Fairfield	David Weir Elementary	\$2,000	SNCI/SOL Co.	*Judy Leaks / Tracy Nachand
Fairfield	E. Ruth Sheldon Elementary	\$2,000	SNCI/SOL Co.	*Judy Leaks / Tracy Nachand
Suisun City	Dan O. Root Elementary	\$2,500	Suisun PD	Stan Switala, SRO
Suisun City	Suisun Elementary	\$2,000	Suisun PD	Stan Switala, SRO
Vallejo	Dan Mini Elementary	\$1,500	VCUSD	Vanita Finney
Vallejo	Steffan Manor Elementary	\$2,500	VCUSD	Vanita Finney
Vallejo	Widenmann Elementary	\$2,000	VCUSD	Vanita Finney

\* Judy Leaks and Tracy Nachand will assist with coordination of other schools as needed. An additional \$4,000 will be allotted to Solano Napa Commuter Information (SNCI) program to assist as needed.

The table above lists the partner agency staff that will be the lead staff on coordinating and facilitating events at the listed schools. Below is a sample timeline of school-specific meetings & events:

### FY 2008-09 STA SR2S Sample School-site Timeline

2009	Meeting/Event	Attendees	Lead Staff Tasks
Feb	Coordination meeting #1 <ul style="list-style-type: none"> <li>Set event dates,</li> <li>Discuss volunteer base,</li> <li>Event scope &amp; initial materials discussion (prizes.).</li> </ul>	<ul style="list-style-type: none"> <li>School principals</li> <li>School volunteer coordinators</li> <li>Judy Leaks (SNCI)</li> <li>Partner Agency Representative</li> <li>Local Police representative</li> </ul>	<ul style="list-style-type: none"> <li>Set coordination meeting dates.</li> <li>Begin developing materials.</li> </ul>
			(3.5-4.0 hrs)
Mar	Coordination meeting #2 <ul style="list-style-type: none"> <li>Finalize dates &amp; event scope.</li> <li>Distribute materials</li> </ul>	<ul style="list-style-type: none"> <li>School principals (optional)</li> <li>School volunteer coordinator</li> <li>Judy Leaks (SNCI)</li> <li>Partner Agency Representative</li> <li>Local Police representative</li> </ul>	<ul style="list-style-type: none"> <li>Finalize materials (posters, prizes, treats, tickets).</li> <li>Set event dates.</li> </ul>
			(2.0-3.0 hrs)
Mar-June	Hold 3-4 Walk & Roll events between March & June. Hold Bike Rodeos with cooperation from police departments.	<ul style="list-style-type: none"> <li>SNCI/Solano County assistance (for first event) + volunteers</li> <li>Partner Agency Representative</li> <li>Local Police for Bike Rodeos</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate with schools and facilitate events.</li> </ul>
			(1.5-2.0 hrs/school)
May	Statistics Gathering <ul style="list-style-type: none"> <li>Teachers collect walk/bike info</li> </ul>	<ul style="list-style-type: none"> <li>Sam Shelton (STA)</li> <li>School Principals</li> <li>Teachers</li> </ul>	<p><u>TOTAL HOURS</u> = 11-22 5-7 hours startup, 2-3 hours per event (3-4 events) = 6-12 hours</p>

**FY 2008-09 Education and Encouragement Specific Work Plan**

For FY 2008-09, ten schools have been selected to receive a total of \$23,500 for encouragement events (see table below). Based on the 2008 SR2S pilot encouragement events, STA staff believes that about 3-4 encouragement events can be scheduled between now and the end of June per school, for a total of 30 to 40 events. STA does not have dedicated staff to coordinate and facilitate this many events. As discussed at the last two SR2S-AC meetings, committee members recommended entering funding agreements with partner agencies willing to support the program. STA has executed the following funding agreements to support these schools:

<b>FY 2008-09 STA Safe Routes to School Program, Participating Schools, Partner Agencies, and Lead Staff</b>				
<b>City</b>	<b>School</b>	<b>Grant Funding</b>	<b>Partner Agency</b>	<b>Staff Contacts</b>
<b>Benicia</b>	Benicia High School	\$2,500	Benicia PD	Sgt. Frank Hartig
<b>Benicia</b>	Benicia Middle School	\$1,500	Benicia PD	Sgt. Frank Hartig
<b>Benicia</b>	Matthew Turner Elementary	\$1,500	Benicia PD	Sgt. Frank Hartig
<b>Fairfield</b>	Anna Kyle Elementary	\$2,500	SNCI/SOL Co.	*Judy Leaks / Tracy Nachand
<b>Fairfield</b>	David Weir Elementary	\$2,000	SNCI/SOL Co.	*Judy Leaks / Tracy Nachand
<b>Fairfield</b>	E. Ruth Sheldon Elementary	\$2,000	SNCI/SOL Co.	*Judy Leaks / Tracy Nachand
<b>Suisun City</b>	Dan O. Root Elementary	\$2,500	Suisun PD	Stan Switala, SRO
<b>Suisun City</b>	Suisun Elementary	\$2,000	Suisun PD	Stan Switala, SRO
<b>Vallejo</b>	Dan Mini Elementary	\$1,500	VCUSD	Vanita Finney
<b>Vallejo</b>	Steffan Manor Elementary	\$2,500	VCUSD	Vanita Finney
<b>Vallejo</b>	Widenmann Elementary	\$2,000	VCUSD	Vanita Finney

\* Judy Leaks and Tracy Nachand will assist with coordination of other schools as needed. An additional \$4,000 will be allotted to Solano Napa Commuter Information (SNCI) program to assist as needed.

The table above lists the partner agency staff that will be the lead staff on coordinating and facilitating events at the listed schools. Below is a sample timeline of school-specific meetings & events:

<b>FY 2008-09 STA SR2S Sample School-site Timeline</b>			
<b>2009</b>	<b>Meeting/Event</b>	<b>Attendees</b>	<b>Lead Staff Tasks</b>
<b>Feb</b>	Coordination meeting #1 <ul style="list-style-type: none"> <li>Set event dates,</li> <li>Discuss volunteer base,</li> <li>Event scope &amp; initial materials discussion (prizes.).</li> </ul>	<ul style="list-style-type: none"> <li>School principals</li> <li>School volunteer coordinators</li> <li>Judy Leaks (SNCI)</li> <li>Partner Agency Representative</li> <li>Local Police representative</li> </ul>	<ul style="list-style-type: none"> <li>Set coordination meeting dates.</li> <li>Begin developing materials.</li> </ul> <p>(3.5-4.0 hrs)</p>
<b>Mar</b>	Coordination meeting #2 <ul style="list-style-type: none"> <li>Finalize dates &amp; event scope.</li> <li>Distribute materials</li> </ul>	<ul style="list-style-type: none"> <li>School principals (optional)</li> <li>School volunteer coordinator</li> <li>Judy Leaks (SNCI)</li> <li>Partner Agency Representative</li> <li>Local Police representative</li> </ul>	<ul style="list-style-type: none"> <li>Finalize materials (posters, prizes, treats, tickets).</li> <li>Set event dates.</li> </ul> <p>(2.0-3.0 hrs)</p>
<b>Mar-June</b>	Hold 3-4 Walk & Roll events between March & June. Hold Bike Rodeos with cooperation from police departments.	<ul style="list-style-type: none"> <li>SNCI/Solano County assistance (for first event) + volunteers</li> <li>Partner Agency Representative</li> <li>Local Police for Bike Rodeos</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate with schools and facilitate events.</li> </ul> <p>(1.5-2.0 hrs/school)</p>
<b>May</b>	Statistics Gathering <ul style="list-style-type: none"> <li>Teachers collect walk/bike info</li> </ul>	<ul style="list-style-type: none"> <li>Sam Shelton (STA)</li> <li>School Principals</li> <li>Teachers</li> </ul>	<p><b>TOTAL HOURS</b> = 11-22                      5-7 hours startup,                      2-3 hours per event (3-4 events) = 6-12 hours</p>



School Name	COUNTYWIDE	Benicia Middle School	Matthew Turner Elementary	Anderson Elementary	Anna Kyle Elementary	Armijo High	E. Ruth Sheldon	Fairfield High School	Laurel Creek	Rodriguez High	Vanden High School	D.H. White Elementary	Riverview Middle	Crescent Elementary School	Crystal Middle School	Dan O. Root	Suisun Elementary	Alamo Elementary	Callison Elementary	Cambridge Elementary	Cooper Elementary School	Edwin Markham Elementary	Eugene Padan Elementary	Foxboro Elementary	Hemlock Elementary	Jepson Middle School	Paden Elementary	Sierra Vista Elementary	Dan Mini Elementary	Franklin Middle School	Springtowne Middle School	Steffan Manor Elementary	Widenmann Elementary			
City		Benicia	Dixon	Fairfield				Rio Vista	Suisun				Vacaville				Vallejo																			
<b>Fall 2007</b>	<b>24 schools</b>																																			
Grade Type		6-8	K-5	4-6	K-6	9-12	K-6	K-5	9-12	9-12	5-8				K-6	K-6	K-6	K-6	K-6				K-6	K-6	K-6	K-6					K-5	K-5				
Total Students	30813	1162	503	356	705	2457	523	831	2331	1515	300				782	652	576	815	568				846	764	796	393					472	682	621	595		
% Response	75%	72%	87%	71%	79%	5%	88%	73%	59%	87%	100%				76%	74%	77%	46%	81%				34%	91%	59%	52%					80%	41%	15%	88%		
<b>Most Walk/Bike Rank</b>		18	21	13	1	16	8	19	23	22	12				10	5	20	2	11				3	7	15	17					9	4	6	14		
<b>Most Solo Rank</b>		11	3	18	23	17	6	2	16	21	22				8	14	1	20	9				19	4	7	10					13	15	12	5		
Walk	22%	16%	13%	25%	58%	17%	28%	15%	6%	10%	26%				28%	34%	15%	44%	26%				38%	29%	23%	17%					28%	35%	32%	23%		
Bike	2%	1%	2%	2%	2%	1%	3%	2%	0%	1%	2%				3%	2%	2%	4%	2%				1%	2%	4%	2%					3%	2%	0%	3%		
School Bus	10%	1%	4%	16%	0%	1%	0%	4%	24%	35%	29%				1%	2%	1%	5%	3%				6%	2%	2%	19%					6%	1%	7%	6%		
Solo	53%	54%	67%	47%	37%	49%	59%	67%	50%	40%	37%				57%	52%	70%	43%	55%				46%	61%	59%	55%					52%	52%	53%	60%		
Carpool	11%	23%	13%	6%	3%	26%	9%	11%	16%	13%	4%				9%	8%	9%	4%	12%				7%	6%	10%	5%					10%	8%	8%	7%		
City Transit	1%	4%	1%	2%	0%	5%	0%	0%	2%	0%	0%				0%	0%	0%	0%	1%				0%	0%	0%	0%					0%	0%	0%	0%		
Other	1%	1%	0%	1%	1%	2%	0%	1%	2%	2%	2%				1%	1%	3%	1%	1%				1%	0%	2%	3%					1%	1%	0%	0%		
<b>Spring 2009</b>	<b>20 Schools</b>																																			
Total Students	20542	1187	498		737	2472		1943	775	2410	1545	396		683	772	817	508				556	887										1043	740	865	959	
% Response	45%	76%	79%		68%	37%		6%	8%	27%	62%	41%		71%	52%	30%	38%				21%	55%										15%	66%	35%	52%	
<b>Most Walk/Bike Rank</b>		16	14		1	12		13	15	20	17	18		19	10	7	2				5	6										9	11	8	3	
<b>Most Solo Rank</b>		12	2		19	9		6	1	15	18	17		3	16	4	11				10	7										20	5	13	8	
Walk	21%	15%	16%		59%	20%		18%	16%	6%	10%	8%		6%	21%	23%	32%				25%	24%											22%	21%	22%	30%
Bike	2%	2%	1%		1%	2%		3%	2%	1%	1%	2%		1%	5%	2%	1%				7%	2%										4%	5%	2%	1%	
School Bus	9%	0%	2%		1%	1%		1%	0%	24%	34%	35%		18%	16%	1%	1%				2%	0%										29%	1%	10%	1%	
Solo	56%	56%	68%		35%	58%		63%	75%	51%	42%	48%		66%	50%	63%	56%				56%	58%										35%	63%	56%	58%	
Carpool	9%	23%	13%		4%	14%		12%	6%	15%	12%	4%		8%	6%	9%	7%				9%	7%										10%	9%	9%	7%	5%
City Transit	1%	3%	0%		0%	4%		2%	0%	2%	0%	1%		0%	2%	0%	1%				0%	1%										2%	0%	2%	2%	
Other	2%	2%	0%		0%	2%		2%	2%	3%	2%	2%		1%	1%	2%	2%				1%	8%										1%	1%	1%	3%	
<b>2007 to 2009 Changes</b>	<b>12 Schools</b>																																			
Walk	-2%	-1%	3%		1%	3%		0%	-1%	0%					-5%	-1%					-1%													3%		
Bike	1%	1%	-1%		-1%	1%		0%	0%	0%					0%	-1%					5%														0%	
School Bus	-1%	-1%	-2%		1%	1%		-4%	0%	-1%					0%	-2%					-2%															-1%
Solo	3%	2%	1%		-2%	9%		8%	1%	2%					6%	3%					1%														-4%	
Carpool	-1%	0%	-1%		1%	-12%		-5%	-1%	-1%					0%	-1%					-4%														0%	
City Transit	0%	-1%	-1%		0%	-1%		0%	0%	0%					0%	1%					0%	1%													0%	
Other	1%	0%	0%		0%	0%		1%	1%	-1%					0%	1%					1%														-1%	

# STA Safe Routes to School Program FY 2009-10 & FY 2010-11 Work Plan

Revised, 09-23-09



## Budget Summary by Program Task FY 2009-10      FY 2010-11



<b>Education (\$42,000)</b>		
\$ 7,900	\$ 15,100	Bicycle Rodeo Equipment & Education Materials
\$ 7,900	\$ 11,100	Student Safety Patrols
<b>\$ 15,800</b>	<b>\$ 26,200</b>	<b>SUB TOTAL</b>



<b>Enforcement (\$29,300)</b>		
		Police Distribute Materials
As determined by each participating school and police department	Increase patrol during school travel times	
		Multi-agency police task force in school enforcement
		Bicycle rodeos and other safety events
<b>\$ 10,400</b>	<b>\$ 18,900</b>	<b>SUB TOTAL</b>



<b>Encouragement (\$187,200)</b>		
\$ 15,900	\$ 24,000	Participate/Market in Bike to School Day
\$ 59,400	\$ 15,000	Safe Routes to School Maps
\$ 33,400	\$ 39,500	Walk and Roll events
<b>\$ 108,700</b>	<b>\$ 78,500</b>	<b>SUB TOTAL</b>



<b>Coordination (\$192,000)</b>		
\$ 99,750	\$ 92,250	Planning, Program, and Safety Coordination
<b>\$ 234,650</b>	<b>\$ 215,850</b>	<b>TOTAL Program Expenditures</b>

### SR2S Coordinator Tasks



	<b>FY 2009-10</b>	<b>FY 2010-11</b>
<b>Schools Reached</b>	30-50 schools	50-80 schools
<b>Tasks per school</b>		
Kickoff Mtg	1	1
Follow-up Mtg	1	1
Bike Rodeos	2	2
Safety Assmb	2	2
Walk n Roll	<u>3</u>	<u>2</u>
Event Prep	NA	NA
B2SN/PTA mtg	<u>2</u>	<u>1</u>



DATE: October 2, 2009  
TO: STA Board  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Preview of Senior and Disabled Transportation Summit II

**Background:**

The Solano Transportation Authority (STA) works on a wide spectrum of transportation issues. This includes mobility for senior citizens and disabled persons. The STA Board-appointed Paratransit Coordinating Council (PCC) is responsible for reviewing and provides input to the STA Board on transportation studies concerning seniors, the disabled, and paratransit services and makes recommendations on the funding priorities of paratransit capital grants. The SolanoExpress Intercity Transit Consortium is comprised of Solano County's six transit operators, Solano County and STA and coordinates on a variety of transit plans, services, and issues including senior and disabled transit services.

In 2004, STA completed a countywide Senior and Disabled Transit Plan. It projected that by 2030 the proportion of the County's population aged 65 and over would grow significantly to 19% - more than double from 9% at the time of the study. As people age, they become less likely to maintain their driver's license while still needing to be mobile.

On March 28, 2009, the STA Board Chair and County Supervisor Jim Spring requested and received support from the STA Board to have STA assist in organizing a countywide public forum focused specifically on the topic of Senior and Disabled Transportation. The STA staff took the co-lead on organizing this event in partnership with the Metropolitan Transportation Commission (MTC), the County of Solano and the Senior Coalition of Solano County. The Summit was held on June 26, 2009, from 9 a.m. – 2 p.m. at the Joseph Nelson Community Center in Suisun City.

The June Summit was well attended by 150 people. Participants were users and major stakeholders who provide transportation programs and services to seniors and individuals with disabilities. Attendees included staff from State legislative offices, MTC, local City Councilmembers, public, private, and non-profit transportation service staff.

The objective of the first Solano Senior and Disabled Transportation Summit was to identify and discuss transportation needs which are not being met, or are at risk for not being met.

The goals of the Summit were to:

1. Inform one another (users, providers, stakeholders, decision-makers) as to what the challenges, trends and opportunities are related to transportation for seniors and the disabled;
2. Present the State of the Senior and Disabled Transportation System based on information gathered prior to the meeting through the use of online and printed surveys targeted primarily at transportation service users

The June Summit format included three moderated panel discussions organized for three specific targets: transportation providers (public, private, non-profit), transportation users and key destinations. In general, seniors and people with disabilities identified the issues as availability, reliability, independence, and wanting to be valued, while expressing their appreciation and frustrations with the current transportation systems and options available to them.

**Discussion:**

To follow up on the issues raised, a second Senior and Disabled Transportation Summit is scheduled to be held Friday, October 30<sup>th</sup> (Attachment A). The Senior and Disabled Transportation Summit II will focus on strategies to address the issues raised at the June Summit. A draft agenda is attached (Attachment B).

STA staff and the Event Planning Committee are coordinating with the transit operators more proactively and extensively during the planning stage for Summit II. Toward this end, transit operator representatives have been added to the Event Planning Committee for Summit II. In addition, one of the panels at Summit II will be comprised of Solano transit operators who will present the current range of public services available seniors or disabled and potential new options for addressing senior and disabled mobility issues raised at the June Summit.

A second panel consisting of speakers from other counties involved in delivering successful comprehensive and effective senior and disabled mobility programs and services is being planned.

**Fiscal Impact:**

The STA, the County, and the Senior Coalition will staff the event. Event sponsorships will cover the costs for the event.

**Recommendation:**

Informational.

Attachments:

- A. Event Announcement
- B. Draft Agenda

# SENIOR AND DISABLED TRANSPORTATION SUMMIT II



**FRIDAY, OCTOBER 30, 2009**

***Hosted by:***

- Solano Transportation Authority
- Metropolitan Transportation Commission
- County of Solano
- Senior Coalition of Solano County

**\*\* SAVE THE DATE \*\***

## The Senior and Disabled Transportation Summit II

The June 26 Senior and Disabled Transportation Summit provided a public forum for citizens to voice their concerns, leading to a comprehensive look at the transportation issues facing some of the most vulnerable members of our community.

Summit II will now focus on exploring new ideas with transit service providers, the non-profit community and government agencies, to begin to address the issues heard at the first summit.

**Friday, October 30, 2009**

**8:30 am - 1:30 pm**

**Joseph P. Nelson Community Center  
611 Village Drive, Suisun City, CA 94585**

Lunch will be provided by Emeritus at Vacaville, Westwind Gardens and Rancho Solano.

Please call STA at (707) 424-6075 to pre-register.

More information: [www.solanolinks.com](http://www.solanolinks.com)

## Senior and Disabled Transportation Summit II

### Agenda

- 8:30 a.m. Registration
- 9:00 a.m. Welcome/Introductions/Opening Remarks
- 9:20 a.m. Background and Overview of American Disabilities Act (ADA) Transit Requirements
- 9:40 a.m. Panel I: Presentation and Audience Discussion  
Transit Operators Solutions
- 10:45 a.m. Break and Video Clip of Transit Services/ Facilities
- 10:50 a.m. Panel II: Presentation and Audience Discussion  
Challenges and Innovations – Other County Perspectives
- 11:30 a.m. Lunch  
Comment Cards
- 12:15 p.m. Ways to Stay Engaged and be Part of the Solution  
Audience Comments
- 1:00 p.m. Closing Remarks



DATE: October 1, 2009  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: STA Transportation Planning and Land Use Solutions (T-PLUS) Program/  
Transportation for Livable Communities (TLC) Program Update

**Background:**

The Metropolitan Transportation Commission (MTC) created the Transportation for Livable Communities (TLC) Program in 1998 to support multimodal travel, livable neighborhoods and the development of jobs and housing in existing town centers. The MTC's TLC Program funded capital projects through a mix of federal Transportation Enhancement (TE) Funds and Congestion Mitigation and Air Quality (CMAQ) Improvement Program. MTC also funded TLC planning activities through Surface Transportation Program (STP) Planning funds. In FY 2000-01, MTC expanded the TLC Program to include funding for each of the nine Bay Area Congestion Management Agencies, including the STA, to implement their own TLC Program priorities through a new program titled, "Transportation Planning and Land Use Solutions (T-PLUS)".

As part of the initiation of STA's T-PLUS Program, the STA developed a TLC toolkit and co-hosted with the Yolo Solano Air Quality Management District and Yolo County Transit District a conference titled "Partners in Planning" focusing on TLC principles and ideas in April 2003. STA followed up with the development of the TLC Plan in October 2005 to promote the Solano County TLC Program and prioritize potential TLC projects in Solano County. The STA also committed a portion of the Eastern Solano CMAQ funds to the Solano County TLC Program. Subsequently, the STA Board approved \$125,000 in TLC planning grants in FY 2005-06 and \$4.4 million for TLC capital projects since FY 2007-08. A complete list of STA funded County TLC Projects and a T-PLUS Program Timeline Summary are included as Attachments A and B. In FY 2008-09, the Solano Napa Travel Demand Model was updated as part of the STA's T-PLUS Program.

**Discussion:**

MTC's current funding projection shows \$78 million for the Bay Area TLC Program over the next three years. Per MTC's policy, two-thirds, or \$52 million, of the \$78 million will be programmed by MTC as part of the Regional TLC Program. The remaining balance of \$26 million will be programmed by the Bay Area CMA's based on a population split. Solano County's population makes up 7% of the Bay Area and can expect to receive \$1.8 million if this current estimate is adopted by the MTC. It is important to note that these estimates are preliminary and subject to change. Another important point is that the STA augmented the County TLC Program with Eastern Solano CMAQ funds in the past TLC programming cycle. This was done as part of the STA's Alternative Modes Funding Strategy. STA staff is planning to meet with the city and County staff over the next month to discuss funding strategies for

countywide priority transportation projects. A potential outcome may include a similar recommendation to include Eastern CMAQ funds as part of the STA's TLC Program.

Although the funding amounts have not been finalized, MTC staff has begun to develop TLC criteria for prioritizing projects in anticipation of the upcoming available TLC funds. MTC expects to have the CMAQ estimates available in mid-October prior to their Planning and Operations Committee. STA staff is planning to develop TLC criteria consistent with the Regional TLC Program and the Alternative Modes Element's goals and policies of the Comprehensive Transportation Plan Update.

There is one fundamental policy change that MTC has adopted for the upcoming TLC programming cycle: TLC funds can only be used for projects in designated Priority Development Areas (PDAs). Solano County has a total of 9 designated PDAs (planned or potential, as defined in the PDA program). In the coming weeks, STA staff plans to meet with PDA project sponsors, and to later host a workshop for the cities and the County staff to discuss in detail program eligibility and requirements. The goal is to develop a process for prioritizing TLC funds for Solano County's PDA projects and assess which TLC projects are the best candidates for the upcoming Regional TLC Program call for projects. This effort is being conducted in parallel to STA's efforts to develop an overall funding strategy to help fund priority projects. MTC staff is tentatively planning to issue a call for Regional TLC Capital Projects in December 2009.

STA staff will provide a presentation of the STA's T-PLUS program and the status of current TLC Projects at the October 14<sup>th</sup> Board Meeting.

**Recommendation:**

Informational.

Attachments:

- A. STA's Transportation For Livable Communities (TLC) Capital Projects
- B. STA T-PLUS Program Timeline Summary

## STA's Transportation for Livable Communities (TLC) Funded Capital Projects

<b>Agency</b>	<b>Project</b>	<b>Approved</b>	<b>Funding Source</b>		<b>Fiscal Year</b>	<b>Status</b>
Suisun City	Driftwood Drive Project	\$372,200	\$372,200	TE	FY2007-08	Complete
Benicia	State Park Road Overcrossing	\$1,000,000	\$680,000	CMAQ	FY 2009-10	Construction anticipated in December '09.
			\$320,000	TE	FY2008-09	
Solano County	Old Town Cordelia Improvement Project	\$1,300,000	\$500,000	CMAQ	FY2008-09	Received E-76. Construction anticipated Spring 2010.
			\$800,000	TE	FY2009-10	
Vacaville	Intermodal Station	\$900,000	\$900,000	ECMAQ	FY 2008-09	Contract to be awarded in November. Construction anticipated in late November '09.
Vacaville	Creekwalk Extension	\$822,000	\$822,000	ECMAQ	FY 2008-09	Contract to be award in October. Construction anticipated in November '09.
Total		\$4,394,200				

## STA T-PLUS Program Timeline Summary

### 1998

---

- MTC Develops Regional TLC Program

### 1999

---

- STA Receives Region's First Corridor TLC Planning Grant for Jepson Parkway Concept Plan

### 2000

---

- Jepson Parkway Concept Plan Completed – Received State “Tranny” Award

### 2003

---

- Transportation and Land Use Toolkit Developed
- STA Partners in Planning Conference with YCTD and YSAQMD

### 2004

---

- First Solano Countywide TLC Plan Developed
- I-80/680/780 Transit Corridor Study Completed

### 2005

---

- Solano Countywide Bicycle Plan Updated
- Solano Countywide Pedestrian Plan Developed
- STA Awards Initial Planning TLC Planning Grants
  - *Rio Vista Waterfront Plan \$50,000*
  - *Fairfield Allan Witt Transportation Linkage/West Texas TLC Plan \$50,000*
  - *Vacaville Creekwalk TLC Plan \$25,000*

### 2006

---

- STA awards capital TLC Capital Grants 1<sup>st</sup> round
  - *Suisun City Driftwood Drive \$372,000*
  - *Benicia State Park Road Overcrossing \$1 million*
  - *Solano County's Old Town Cordelia Improvement Project \$500,000*

### 2007

---

- STA Received State Partnership Planning Grant in partnership with MTC, ABAG, and SACOG for I-80 Smarter Growth Study

### 2008

---

- STA awards capital TLC Capital Grants 2<sup>nd</sup> round
  - *Vacaville Creekwalk Extension \$822,000*
  - *Vacaville Intermodal Train Station \$900,000*
- Solano Napa Travel Demand Model Updated to Better Reflect Transit Usage
- North Connector TLC Corridor Concept Plan Developed (2<sup>nd</sup> TLC Corridor Study)

## 2009

---

- I-80 Smarter Growth Study completed and presented at Conference at UC Davis
- ARRA TLC Funds provide additional funds to Solano County's Old Town Cordelia Project \$800,000
- STA initiate update to Comprehensive Transportation Plan to include TLC Plan update, Bike and Pedestrian Plan updates, and funding strategies for Priority Development Areas (PDAs)

**THIS PAGE INTENTIONALLY LEFT BLANK.**



DATE: October 2, 2009  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: 2010 State Transportation Improvement Program (STIP) Update

**Background:**

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP cycle is programmed every two years and covers a five-year period. STA's 2008 STIP programmed projects are shown in Attachment A.

The 2008 STIP was a lean programming period, in which several roadway and transit capital projects were reprogrammed (delayed) by several years due to projected state funding limitations. August 2009 STIP Amendments approved by the California Transportation Commission (CTC) corrected some of these delays for the City of Vallejo's "Vallejo Station" transit capital project (i.e., \$13 M to be allocated by CTC this year).

In December 2007, the STA Board approved the "10-Year Investment Plan for Highways and Transit Facilities", which was intended to be a guide for future programming actions by the STA Board of STIP funds (Attachment B). The plan prioritizes projects by their delivery timeframe: Tier 1 for projects that can begin construction in 5 years, Tier 2 projects that can begin construction in 10 years, and Tier 3 for future planned projects. This plan would be updated every two years during the STIP programming process.

**Discussion:**

**New 2010 STIP funding is severely limited**

As of September 2009, the CTC estimated that Solano County would receive about \$806,000 in new STIP funding in Fiscal Year (FY) 2013-14 & FY 2014-15 for Transportation Enhancement (TE) projects only. No new revenues are projected for roadway or transit capital projects. New funding for Planning, Programming, and Monitoring (PPM) activities is limited to a \$372,000 target in FY 2013-14 & FY 2014-15. TE funding traditionally funds Transportation for Livable Communities (TLC) projects, bicycle & pedestrian projects, and roadway beautification projects (see STA Board Report X.B "STA Transportation Planning and Land Use Solutions (T-PLUS) Program/Transportation for Livable Communities (TLC) Program Summary" for more information). PPM funds traditionally fund Project Study Reports (PSR) for future STIP funded projects, as required by the CTC prior to being programmed into the STIP. These reports conduct a preliminary analysis of a project's purpose, need, scope, and feasibility.

### Prior Commitments

In addition to the constrained 2010 STIP fund estimate, the STA Board approved a STIP swap of \$1.9 M in the fall of 2007 to provide the STA with planning and project delivery resources to progress the priority projects of the county as well as having the flexibility to respond to changing needs, such as the SR 12 Major Investment Study. This committed \$1.9 M of 2010 STIP funds to projects for the cities of Vacaville and Fairfield in exchange for swapping funding for STA planning and project delivery activities.

This spring, the STA had the opportunity to advance future shares of TE funding to deliver priority bicycle and pedestrian projects using American Recovery & Reinvestment Act (ARRA) TE funds. This allowed \$1.7 M in ready-to-go projects to receive funding immediately in exchange for \$1.2 M in reduced TE funding in FY 2009-10 and FY 2010-11. Bay Area counties that did not advance funding in this manner are now being given the opportunity to use \$1.2 M in Solano County's TE shares. If these counties are unable to spend this funding by January 2010, STA staff will pursue options with MTC to reacquire these funds for Solano County projects.

### 2010 STIP Funding Estimate Impact on 2008 STIP Projects

CTC staff have only supplied estimates on TE and PPM dollars, meaning there is limited direction on roadway and transit capital funds currently programmed as part of the 2008 STIP. Statewide estimates warn that about 38% of roadway funds will be delayed to FY 2013-14 & FY 2014-15, meaning that about \$12 M in Solano County projects may need to be reprogrammed (delayed) to later years. Transit capital and TE projects may not be affected. Preliminary STA staff analysis shows that the Jepson Parkway Project's Right-of-Way and Construction phases may be delayed to FY 2013-14 & FY 2014-15 respectively while other projects remain on schedule.

A final fund estimate is scheduled to be adopted by the CTC in October, meaning the STA will be able to act on a STIP recommendation in December. The following is a 2010 STIP development schedule including STA TAC, STA Board, MTC, and CTC meetings:

- Sept 30, TAC STIP 2010 info item (update on STIP)
- Oct 14, STA Board STIP 2010 info item
- Nov 18, TAC recommends 2010 STIP project recommendations to STA Board
- Dec 9, STA Board approves 2010 STIP Solano project recommendations to MTC
- Jan 27, 2010; MTC approves 2010 Bay Area RTIP recommendations to CTC
- Apr 29, 2010; CTC staff releases 2010 STIP Draft recommendations
- May 19, 2010; CTC adopts 2010 STIP

### Fiscal Impact:

None.

### Recommendation:

Informational.

### Attachments:

- A. Current Solano County 2008 STIP projects, as listed CTIPS database, Sept 2009
- B. 10-Year Investment Plan for Highways and Transit Facilities, Dec 2007

2008 State Transportation Improvement Program

Current Official STIP - (STIP funds, RIP and IIP only)

Solano County

State Funds by Fiscal Year & Component (IIP & RIP Funds Only)

DIST	CO	RTE	PPNO / EA CTIPS ID ELEMENT	RESPONSIBLE AGENCY - PROJECT TITLE LOCATION/DESCRIPTION	FUND SOURCE	PENDING VOTE	VOTED FUNDS		PROG AMOUNT	(Programmed Dollars in Thousands)						R/W ENG	CON ENG			
							LAST DATE	TOTAL		08/09	09/10	10/11	11/12	12/13	13/14			R/W	CON	PA&ED
04	SOL		2152	MTC - Planning, Programming and Monitoring - Planning, Programming and Monitoring	RIP		07/24/08	257	397	35	35	35	35	35		368	29			
PM:			106-0000-0343																	
KP:			Local Assistance																	
								TOTAL:		257	397	35	35	35	35	35	368	29		
04	SOL		2260A T152FA	Vallejo, City of - Vallejo Ferry Terminal Intermodal Facility- Seg #1 - In Vallejo. Construct 750 stall three level structure.	RIP				705										705	
PM:			106-0000-1689																	
KP:			Mass Transit																	
								TOTAL:			705								705	
04	SOL		2260B T152FA	Vallejo, City of - Vallejo Ferry Terminal Intermodal Facility- Seg #2 - In Vallejo. Construct parking structure for Baylink Ferry and bus facilities.	RIP				13,698		13,128					13,128	75	495		
PM:			106-0000-1690																	
KP:			Mass Transit																	
								TOTAL:			13,698	13,128			13,128	75	495			
04	SOL		2261 T971SA	Vallejo, City of - Baylink Ferry Maintenance Facility - In Vallejo. Construct Baylink Ferry maintenance facility.	RIP		06/07/07	500	4,800			4,300				4,725	75			
PM:			106-0000-0734																	
KP:			Mass Transit																	
								TOTAL:		500	4,800		4,300		4,725	75				
04	SOL		2263	Solano Co. Trans. Auth. - Planning, Programming and Monitoring - Planning, Programming and Monitoring	RIP		07/24/08	1,929	3,565	589	589	589	229	229		3,527	38			
PM:			106-0000-0752																	
KP:			Local Assistance																	
								TOTAL:		1,929	3,565	589	589	589	229	229	3,527	38		
04	SOL		5152A	Solano County - TE reserve - TE reserve	RIP				3,234	701	721	609	549	654		3,234				
PM:			106-0000-1073																	
KP:			Local Assistance																	
								TOTAL:			3,234	701	721	609	549	654	3,234			
04	SOL		5152E 074634	Vacaville, City of - Jepson Parkway Gateway Enhancement - In Vacaville, at the Gateway to Jepson Parkway at Interstate 80 and Leisure Town Road. Jepson Parkway Gateway Enhancement.	RIP		06/11/09	120	350	120	230					230		120		
PM:			106-0000-1324																	
KP:			Local Assistance																	
								TOTAL:		120	350	120	230			230		120		
04	SOL		5301 0T2101	Solano Transportation Authority - I-80 Reliever Route/Jepson Pkwy - In Fairfield and Vacaville, between Route 12 and 80 on Walters, Vanden and Leisure Town Roads. Interstate 80 local reliever	RIP		09/05/07	2,528	39,185	2,400	3,800		30,457		3,800	30,457	2,528	2,400		
PM:			106-0000-0348																	
KP:			Local Assistance																	
								TOTAL:		2,528	39,185	2,400	3,800		30,457	2,528	2,400			
04	SOL	37	5201F 0T1451	Caltrans - Route 29/37 Interchange - Highway Planting - In Vallejo, between Wilson Avenue and Diablo Street. Highway planting.	IIP				4,527	3,769						3,000		758	769	
PM:			106-0000-0929																	
KP:			Capital Outlay																	
								TOTAL:			4,527	3,769				3,000		758	769	
04	SOL	80	5301L 0A5300	Solano Transportation Authority - I-80/I-680/SR12 Interchange - In Fairfield, along the Interstate 80 corridor between State Route 12 West and State Route 12 East. Improve interchange complex and	RIP		04/11/02	400	11,812				11,412			11,412		400		
PM:			106-0000-0914																	
KP:			Local Assistance																	
								TOTAL:		400	11,812			11,412		11,412		400		

# 2008 State Transportation Improvement Program

## Current Official STIP - (STIP funds, RIP and IIP only)

### Solano County

#### State Funds by Fiscal Year & Component (IIP & RIP Funds Only)

DIST	CO	RTE	PPNO / EA CTIPS ID ELEMENT	RESPONSIBLE AGENCY - PROJECT TITLE LOCATION/DESCRIPTION	FUND SOURCE	PENDING VOTE	VOTED FUNDS		PROG AMOUNT	(Programmed Dollars in Thousands)						R/W ENG	CON ENG					
							LAST DATE	TOTAL		08/09	09/10	10/11	11/12	12/13	13/14			R/W	CON	PA&ED	PS&E	
04	SOL	80	8273B 0T1631 106-0000-0960 Capital Outlay	Caltrans - Route 80 Widening Landscaping - Highway Planting	IIP			2,544		700	101	1,743					1,076	700	101	667		
					TOTAL:			2,544		700	101	1,743					1,076	700	101	667		
75	SOL		6045K R907SB 206-0000-2178 Rail	Fairfield, City of - Fairfield/Vacaville Rail Station - In Fairfield; Capitol Corridor. Construct train station with platforms, 300 space park and ride lot, electric vehicle charging facilities and other station facilities.	RIP		02/02/06	125	4,125				4,000				4,000	125				
					TOTAL:			125	4,125				4,000				4,000	125				
75	SOL		6046 R937TA 106-0000-1289 Rail	Dixon, City of - Dixon Rail Station Improvements - In Dixon, near 220 North Jefferson Street at the existing Multimodal Transportation Center (UPRR milepost 67.5). Rail station (platform, pedestrian	RIP		12/13/07	1,873	1,873											1,873		
					TOTAL:			1,873	1,873												1,873	
<b>Total Solano County: 13 Projects</b>					RIP:			7,732	83,744	3,845	18,503	5,533	46,682	918			3,800	71,081	3,270	5,593		
					IIP:			7,071	7,071	4,469	101	1,743					4,076		1,458	101	1,436	
					Total:			7,732	90,815	8,314	18,604	7,276	46,682	918			3,800	75,157	3,270	7,051	101	1,436

## 10-Year Investment Plan for Highway and Major Transit Capital Projects

List of Tier 1, Tier 2, and Tier 3 projects (11-13-07)

Tier 1 Highway Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
STA	Jepson Parkway	Vanden Road Segment	\$27.8 M	\$0 (STIP funding identified for Jepson Parkway)
		Leisure Town (Alamo to Orange)	\$34.2 M	\$34.2 M
		Leisure Town (Vanden to Alamo)	\$18.9 M	\$18.9 M
		Cement Hill Segment	\$8.5 M	\$8.5 M
		Walters Road Extension	\$41.1 M	\$41.1 M
		Walters Road Widening	\$5.0 M	\$5.0 M
STA	North Connector – West	West Segment of North Connector	\$32.0 M	\$32.0 M
Caltrans	EB I-80 Aux Lane – Fairfield	Travis to Air Base Parkway	\$5.0 M (by 2012)	\$5.0 M
Solano County	Travis AFB Access	Canon Road and north gate improvements	\$5.6 M	\$4.6 M
		South gate improvements	\$2.25 M	\$0 M
STA	I-80/I-680/SR12 Interchange	First Phase	\$1,200 M	\$1,200 M
STA	Trucks Scales Relocation	Phase 1 (EB scales)	\$99.6 M	\$99.6 M

Tier 2 Highway Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	WB I-80 Aux Lane	W. Texas to Abernathy	\$5-8 M	\$5-8 M
Caltrans	WB I-80 Aux Lane	Waterman to Travis Blvd	\$5-8 M	\$5-8 M
STA	I-80/I-680/SR12 Interchange	Remaining Phases	\$1,200 M	\$1,200 M
Caltrans	SR12 East Median Barrier	From Suisun City to Rio Vista	(est.) \$100 M	(est.) \$100 M
STA	Truck Scales Relocation	Phase 2 (WB Scales)	(est.) \$128 M	(est.) \$128 M

Tier 3 Highway Projects "Projects that are in the planning phase and are priorities to the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Caltrans	I-80/I-680/SR12 Interchange	Remaining Phases	\$1.2 Billion	\$1.2 Billion
Caltrans	Rio Vista Bridge Realignment/Replacement	Currently being studied.	pending	pending
Caltrans	SR 12 Widening Improvements	Currently being studied	pending	pending
Caltrans	SR 29 Improvements	To be studied.	pending	pending
Caltrans	SR113 Improvements	Currently being studied.	Pending	pending

Tier 1 Transit Projects "Projects that can begin construction in the next 5 years"				
Sponsor	Project	Details	Cost	Shortfall
Fairfield	Fairfield/Vacaville Rail Station	CON in FY 10-11	\$40.8 M	\$11.5 M
Vacaville	Vacaville Intermodal Station (Ph 1)	CON in FY 08-09	\$11.5 M	\$2.8 M
Vallejo	Vallejo Ferry Maintenance Facility (Ph 1&2)	Move operations to Mare Island in FY 08-09	\$11.4 M	\$2.7 M
Vallejo	Vallejo Station	Pending updated schedule.	\$64 M	\$11 M

Tier 2 Transit Projects "Projects that can begin construction in the next 10 years"				
Sponsor	Project	Details	Cost	Shortfall
Dixon	Dixon Transportation Center	Phase 3 – FY09-10 Phase 4 – FY10-11 Phase 5 – FY10-11	\$13.7 M	\$10.5 M
Benicia	I-680 Industrial Park-n-Ride	Phase 2, RM 2 Funding	\$1.25 M	0
Fairfield	Central Transfer Station	FY 08-09 & 09-10	\$6.6 M	\$2.0 M
Fairfield	Fairfield Transportation Center	Phase 2 – FY 09-10, 10-11.	\$16.1 M	\$8.0 M
Fairfield	Red Top Park and Ride	CON in FY 08-09	\$2.3 M	\$1.9 M
Rio Vista	Church Rd/SR12 Park and Ride	CON in FY 09-10	\$2.3 M	\$2.3 M
Vallejo	Curtola Park and Ride	CON in FY 11-12	\$ 13.0 M	\$5.0 M

Tier 3 Transit Projects "Projects that are in the planning phase and are future priorities for the STA Board"				
Sponsor	Project	Details	Cost	Shortfall
Benicia	Transit Maintenance Facility	Park 20 buses and staff 25 employees	\$1.25 M	\$1.25 M
Benicia	Southampton Park and Ride	CON in FY 10-11/11-12	\$1.5 M	\$1.5 M
Benicia	Downtown Benicia Park and Ride	CON in FY 11-12	\$1.5 M	\$1.5 M
Fairfield	Gold Hill Park and Ride	CON in FY 10-11	\$2.8 M	\$2.8 M
Rio Vista	Downtown Park and Ride	CON in FY 10-11	\$0.3 M	\$0.3 M
Rio Vista	Transit Corporation Yard		\$1.3 M	\$1.3 M



DATE: October 2, 2009  
TO: STA Board  
FROM: Sam Shelton, Project Manager  
RE: Regional Transportation Impact Fee (RTIF) Update

**Background:**

On December 10, 2008, the STA Board adopted the Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work and authorized the Executive Director to issue a Request for Proposals (RFP) for consultant services. Between January and August of 2009, STA staff has worked with Economic Planning Systems (EPS) and the following three RTIF committees to begin work on the RTIF Nexus Study (see flow chart on Attachment A):

- RTIF Technical Working Group, (4 meetings to date),  
Public Works & Planning Directors who review the technical feasibility and correctness of STA and EPS staff documents and proposals prior to review by other committees.
- RTIF Stakeholders Committee, (1 meeting to date),  
Various elected officials, development industry leaders, and interested parties review RTIF documents and proposals prior to review by the RTIF Policy Committee.
- RTIF Policy Committee, (3 meetings to date),  
Mayors, City Managers, CAO representative, and Board of Supervisors representative review RTIF documents and proposals for policy implications prior to review by the STA's advisory committees and the STA Board.

**Discussion:**

**Revised RTIF Schedule**

Attachment B is a revised schedule for the STA's RTIF Nexus Study, showing when each group will meet and what items will be on their agendas for information and action. The revised schedule estimates completing the Nexus Study by September 2010 and with a potential implementation of an RTIF by the end of 2010. RTIF Technical and Stakeholders groups will generally meet on even months while the Policy Committee meets on odd months.

Reorganizing the committee review process receiving appointments to the RTIF Stakeholders Committee, and revising the travel demand model has delayed the project from its original aggressive schedule as proposed by the December 2008 Nexus Study RFP. The initial RTIF Stakeholders Committee was held on September 24, 2009. Future RTIF updates will contain a table of action items and attach draft nexus study materials reviewed and recommended by all three RTIF committees.

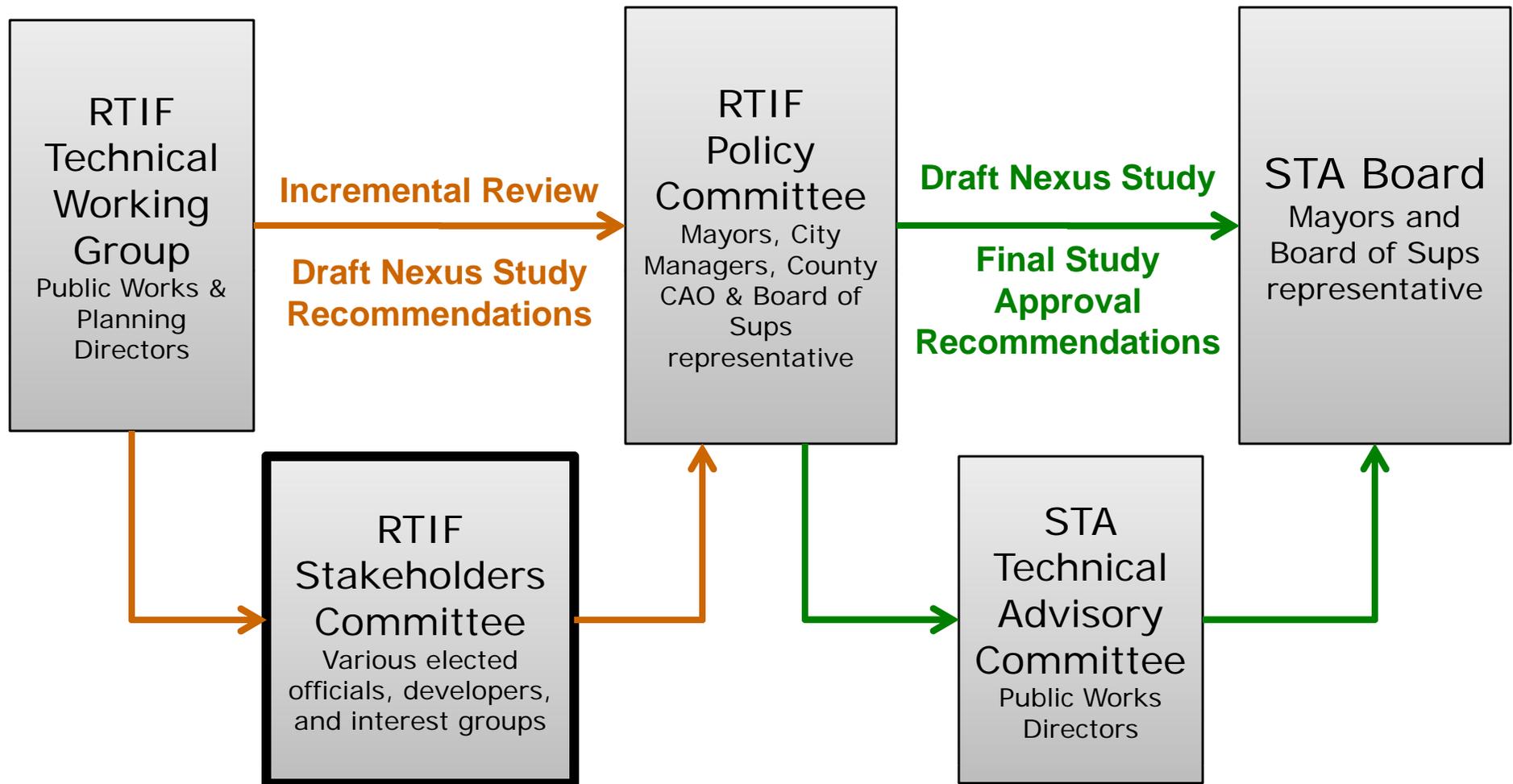
**Recommendation:**

Informational.

Attachments:

- A. Regional Transportation Impact Fee (RTIF) Committee Flow Chart, 09-18-09.
- B. Regional Transportation Impact Fee (RTIF) Development Schedule, Revised 09-18-09.

# Overview of study approval process



The purpose of **Stakeholders committee** will be to review the study and development of a proposed Regional Transportation Impact Fee (RTIF) on new development (e.g., new homes, businesses, and industry) to help fund transportation projects in Solano County.

## Solano Transportation Authority

## Regional Transportation Impact Fee (RTIF), Summary of Meetings and Discussion Items

DRAFT, 09-15-09

2009	Technical Working Group (2 <sup>nd</sup> Thurs)		Stakeholder Committee (4 <sup>th</sup> Thurs)		Policy Committee (2 <sup>nd</sup> Weds)	
	Date	Items	Date	Items	Date	Items
<b>April</b>	04-01-09	<ul style="list-style-type: none"> <li>• Intro to EPS</li> <li>• Draft Timeline</li> <li>• Modeling Update</li> <li>• Local Impact Fee Projects</li> </ul>			04-08-09	<ul style="list-style-type: none"> <li>• Board Approves RTIF Outreach</li> </ul>
<b>May</b>					05-04-09	<ul style="list-style-type: none"> <li>• Intro to EPS</li> <li>• Draft Timeline</li> <li>• Recommend Governance Model to STA Board</li> <li>• Adopts Stakeholder committee</li> </ul>
<b>June</b>						
<b>July</b>	07-22-09	<ul style="list-style-type: none"> <li>• Review Capital Project Criteria</li> <li>• Modeling Update</li> </ul>				
<b>Aug</b>	08-19-09	<ul style="list-style-type: none"> <li>• Review revised Capital Project Criteria</li> <li>• Modeling Update</li> </ul>				
<b>Sept</b>			09-24-09	<ul style="list-style-type: none"> <li>• Intro to EPS, Draft Timeline</li> <li>• Collect Concerns</li> </ul>		
<b>Oct</b>	10-08-09	<ul style="list-style-type: none"> <li>• Review revised Capital Project Criteria</li> <li>• Modeling Update</li> <li>• Review Program Implementation Options</li> </ul>	10-22-09	<ul style="list-style-type: none"> <li>• Review revised Capital Project Criteria</li> <li>• Review Program Implementation Options</li> </ul>		
<b>Nov</b>					11-13-09 or early December	<ul style="list-style-type: none"> <li>• Review revised Capital Project Criteria</li> <li>• Review Program Implementation Options</li> </ul>
<b>Dec</b>	12-10-09	<ul style="list-style-type: none"> <li>• <u>Recommend Capital Project Criteria</u></li> <li>• <u>Recommend Program Implementation Options</u></li> <li>• Review draft RTIF Project List &amp; Costs based on criteria</li> </ul>	12-17-09	<ul style="list-style-type: none"> <li>• <u>Recommend Capital Project Criteria</u></li> <li>• <u>Recommend Program Implementation Options</u></li> <li>• Review draft RTIF Project List &amp; Costs based on criteria</li> </ul>		

	Technical Working Group (2 <sup>nd</sup> Thurs)		Stakeholder Committee (4 <sup>th</sup> Thurs)		Policy Committee (2 <sup>nd</sup> Weds)	
2010	Date	Items	Date	Items	Date	Items
Jan					01-13-10	<ul style="list-style-type: none"> <li>• <u>Recommend Capital Project Criteria</u></li> <li>• <u>Recommend Program Implementation Options</u></li> <li>• Review draft RTIF Project List &amp; Costs based on criteria</li> </ul>
Feb	02-11-10	<ul style="list-style-type: none"> <li>• <u>Recommend RTIF Project List &amp; Costs</u></li> <li>• Review Cost Allocation Method</li> <li>• Review preliminary Fee schedule and options</li> </ul>	02-25-10	<ul style="list-style-type: none"> <li>• <u>Recommend RTIF Project List &amp; Costs</u></li> <li>• Review Cost Allocation Method</li> <li>• Review preliminary Fee schedule and options</li> </ul>		
Mar					03-10-10	<ul style="list-style-type: none"> <li>• <u>Recommend RTIF Project List &amp; Costs</u></li> <li>• Review Cost Allocation Method</li> <li>• Review preliminary Fee schedule</li> </ul>
Apr	04-08-10	<ul style="list-style-type: none"> <li>• <u>Recommend Cost Allocation Method</u></li> <li>• <u>Recommend preliminary Fee schedule</u></li> </ul>	04-22-10	<ul style="list-style-type: none"> <li>• <u>Recommend Cost Allocation Method</u></li> <li>• <u>Recommend preliminary Fee schedule</u></li> </ul>		
May					05-12-10	<ul style="list-style-type: none"> <li>• <u>Recommend Cost Allocation Method</u></li> <li>• <u>Recommend preliminary Fee schedule</u></li> </ul>
June	06-10-10	<ul style="list-style-type: none"> <li>• Review Draft Nexus Study Report</li> </ul>	06-10-10	<ul style="list-style-type: none"> <li>• Review Draft Nexus Study Report</li> </ul>		
July					07-14-10	<ul style="list-style-type: none"> <li>• Review Draft Nexus Study Report</li> </ul>
Aug	08-12-10	<ul style="list-style-type: none"> <li>• <u>Recommend Draft Nexus Study Report</u></li> </ul>	08-26-10	<ul style="list-style-type: none"> <li>• <u>Recommend Draft Nexus Study Report</u></li> </ul>		
Sept					09-08-10	<ul style="list-style-type: none"> <li>• <u>Recommend Draft Nexus Study Report</u></li> </ul>
Oct	10-14-10	<ul style="list-style-type: none"> <li>• Facilitate with RTIF Implementation (subject to approval)</li> </ul>	10-21-10	<ul style="list-style-type: none"> <li>• Facilitate with RTIF Implementation (subject to approval)</li> </ul>	10-13-10	<ul style="list-style-type: none"> <li>• Assist with RTIF Implementation</li> </ul>



DATE: October 1, 2009  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Fiscal Year (FY) 2008-09 Abandoned Vehicle Abatement (AVA) Program Annual Report

**Background:**

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

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

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

**Discussion:**

In FY 2008-09, STA was allocated \$362,832 in AVA Program Funds. Subsequently, STA disbursed these funds plus interest earned of \$1,183 throughout the fiscal year based on the state funding formula and AVA Program expenditure reimbursement requests submitted by the member agencies for the guidelines of the program. STA deducted \$10,885 (3%) of the funding received in FY 2008-09 for administrative cost. In compliance with the AVA Program requirement, STA has submitted its annual fiscal year-end report to the State Controller's Office before the required due date of October 31<sup>st</sup>.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Vacaville, City of Vallejo, City of Suisun City, and the County of Solano. The City of Rio Vista has opted not to participate. The City of Fairfield did not submit any quarterly activity reports for FY 2008-09 as part of the AVA Program requirement. STA has received notification from the City of Fairfield of reasons why there were no AVA Program activities during the fiscal year. As a result, with no AVA Program activities for the City of Fairfield in FY 2008-09, funds that would have been allocated to the City of Fairfield for this purpose have been allocated to other agencies in Solano County using the AVA Program funding formula.

The following is a matrix summarizing FY 2008-09 numbers of abated vehicles, notices issued, and cost reimbursements submitted by the members of the Solano County's AVA Program:

Member Agency	FY 2008-09				FY 2007-08			
	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement
City of Benicia	39	7	\$10,508	\$269	6	19	\$9,799	\$1,633
City of Dixon	5	5	\$473	\$95	308	156	\$2,895	\$9
City of Fairfield	0	0	\$0	\$0	986	986	\$41,988	\$43
City of Suisun	397	511	\$92,817	\$234	389	444	\$48,601	\$125
City of Vacaville	157	1,698	\$73,589	\$469	196	2,183	\$58,366	\$298
City of Vallejo	553	521	\$138,264	\$250	1,201	1,108	\$161,824	\$135
Solano County Unincorporated area	182	153	\$37,479	\$206	261	210	\$32,024	\$123
<b>Total</b>	<b>1,333</b>	<b>2,911</b>	<b>\$353,130</b>	<b>\$265</b>	<b>3,347</b>	<b>5,106</b>	<b>\$355,497</b>	<b>\$106</b>

**Fiscal Impact:**

None

**Recommendation:**

Informational.



DATE: September 30, 2009  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Unmet Transit Needs Process for Fiscal Year (FY) 2009-10 and FY 2010-11

**Background:**

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Currently, two out of eight jurisdictions plan to use TDA funds for streets and roads (Rio Vista and the County of Solano) in FY 2009-10. Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and the received written comments, MTC staff then selects pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

**Discussion:**

For FY 2009-10, MTC held a public hearing in December 2008 and received written comments. MTC summarized the key issues of concern and forwarded them to the STA to coordinate a response. After working with Solano's transit operators, STA prepared a response for submittal to MTC.

On April 8, 2009, the STA Board reviewed and unanimously approved STA staff's recommended response and this was submitted to MTC. MTC is expected to present the responses to the Programming and Allocations Committee in November.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs will allow MTC to process the streets and road element of the TDA claims from Rio Vista and the County of Solano. For FY 2009-10, all TDA claims for local streets and roads are held by MTC until this process is completed.

MTC has begun establishing the process for FY 2010-11. MTC staff received approval at the September 9, 2009 Program and Allocation Committee meeting to proceed with the Solano County Unmet Needs Public Hearing. MTC will be working with STA staff to establish a date and location for the public hearing as well as outreach for the Unmet Transit Needs process. The STA Board, TAC, Consortium, and Paratransit Coordinating Council (PCC) will be included in this notification.

**Recommendation:**

Informational.



DATE: October 1, 2009  
TO: STA Board  
FROM: Sara Woo, Planning Assistant  
RE: State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan Update

**Background:**

One of the primary connections between Napa and Solano Counties is served through the SR 12 Jameson Canyon Road. Safety, traffic congestion, and access for non-motorized vehicle users (i.e. bicyclist and pedestrians) are an existing challenge in the corridor. The SR 12 Jameson Canyon Road Widening Project will improve the highway from two to four lanes and will include Class II bicycle lanes in both directions. However, further improvements will be needed to accommodate all users. The Solano Countywide Bicycle Plan envisions either a Class I or Class II bicycle and pedestrian path parallel to SR 12 Jameson Canyon Road to SR 29. The Napa Countywide Bicycle Plan calls for a direct, off-road connection from State Route 29 to Solano County with the use of existing water easements or the railroad right-of-way parallel to SR 12. Both agencies are interested in better coordinating these connections between Napa and Solano counties.

In June 2008, Solano Transportation Authority (STA) submitted a grant application and was selected to receive a \$55,000 grant from the Bay Area Ridge Trail Council to complete this bicycle and pedestrian connections plan. On July 9, 2008, the STA Board authorized the Executive Director to enter into a contract with a selected consultant not to exceed \$55,000. Questa Engineering Corporation was selected to assist STA with the development of the plan through a partnership working group consisting of the following agencies: Napa County Transportation and Planning Agency (NCT&PA), Solano Transportation Authority (STA), Napa County, Solano County, City of Fairfield, and Bay Area Ridge Trail Council. Attachment A includes Questa's scope of work for the development of the plan.

The purpose of the plan is to integrate the various plans into a consistent vision for implementation. With the ultimate goal of improving safety and relieving traffic congestion along SR 12 by increasing the corridor's capacity to accommodate bicyclists, pedestrians, and other non-motorized vehicle travelers.

**Discussion:**

STA staff commenced the plan in September 2008, however, STA was notified by the granting agency to stop work immediately. This caused a 10-month delay due to the State's decision to freeze California's bond spending (source of grant funds). In July 9, 2009, STA was formally notified to resume work on the plan. Since then, STA staff has formed a working group with the member agencies and stakeholder staff. The working group had a kick-off meeting on September 3, 2009 and discussed the following:

- Purpose and need of the plan;
- Consultant's scope of work;
- Potential opportunities and constraints; and
- Relationship of the plan to the SR 12 Jameson Canyon Road Widening Project

The next meeting is scheduled for mid to late October to discuss the Plan's draft goals and objectives and to have a preliminary review of potential bicycle and pedestrian alignments. The working group will also assist staff in the development of an informational handout for stakeholder and public outreach meetings. The group is also expected to have a field review of the corridor in the next few months with the Plan scheduled to be completed by October 2010.

**Recommendation:**

Informational.

Attachment:

- A. Scope of Work for SR 12 Jameson Canyon Road Bicycle and Pedestrian Plan

Table 1. Schedule  
 SR 12 Jameson Canyon Road - Bay Area Ridge Trail Bicycle and Pedestrian Connections Plan

TASKS	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sep-10	Oct-10
<b>Task 1: Finalize Budget and Schedule</b>															
Task 1.1: Kick off Meeting (November, 2008, July 2009)															
<b>Task 2: Form Partnership</b>															
Task 2.1: Develop Partnership/Workgroup Contact List	D	F													
Task 2.2: Develop Schedule for Partnership/Workgroup meetings	D	F													
<b>Task 3: Workshops, Meetings and Agency Coordination</b>															
Task 3.1: Partnership/Workgroup Meeting Preparation															
Task 3.2: Coordinate With Advisory Committees in Plan Development															
Task 3.3: Consult with Natural Resource Agencies in Plan Development															
Task 3.4: Develop Outreach Strategy															
Task 3.5: Conduct Public Outreach Meetings							X						X		
<b>Task 4: Develop Goals, Objectives and Policies for Plan</b>															
Task 4.1: Develop Draft Plan Goals	D	F													
Task 4.2: Public Workshops With Advisory Committees on Goals/Obj./Polic.		X													
Task 4.3: Finalize Plan Goals, Objectives and Policies			F												
<b>Task 5: Bicycle/Pedestrian Plans/Projects Inventory</b>															
Task 5.1: Review Applicable Plans															
Task 5.2: Map Existing Bicycle and Pedestrian Projects in Project Area			D		F										
Task 5.3: Preliminary Cost Estimate For Each Planned Project				D	F										
<b>Task 6: Opportunities and Constraints Analysis</b>															
Task 6.1: Identify Opportunities		D	F												
Task 6.2: Review Existing Land Use Policies For Constructing Trails		D	F												
Task 6.3: Identify Environmental Constraints		D			F										
Task 6.4: Map Environmental Constraints			D		F										
Task 6.5: Prioritize Bicycle and Pedestrian Project Opportunities			D		F										
<b>Task 7: Develop Concept Design and Alignment Options</b>															
Task 7.1: Develop Concept Designs, Drawings & Alignment Options						D				F					
<b>Task 8: Prepare Preliminary Cost Estimates</b>															
Task 8.1: Develop Preliminary Cost Estimates											D		F		
<b>Task 9: Develop Funding and Implementation Strategy</b>															
Task 9.1: Develop Funding & Implementation Strategy												D		F	
<b>Task 10: Prepare Final Document</b>															
Task 10.1: Complete Draft Document												D			F
Task 10.2: Circulate Draft for Final Comments												D			F
Task 10.3: Complete Final Draft															F
Task 10.4: Provide Electronic Files															F

**Milestones:**  
 = Review Period  
 D = Draft Deliverable  
 F = Final Deliverable  
 X = Public Meeting

**THIS PAGE INTENTIONALLY LEFT BLANK.**



DATE: September 30, 2009  
TO: STA Board  
FROM: Kenny Wan, 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 this month:

1. FY Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ) 2008-09 Federal Obligation Plan:  
MTC has adopted 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 1<sup>st</sup> to May 1<sup>st</sup>. As of July 14, 2009 approximately \$125.4 million or 74.3% of the STP/CMAQ funds have been obligated. Project sponsors should continue to work with their Caltrans Local Assistance Engineer to obligate their funds as soon as possible before the State runs out of obligation authority. Project sponsors are reminded that September 30, 2009 marks the end of Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users(SAFETEA-LU) and as a result, all unobligated funds will be rescinded by Federal Highway Administration (FHWA).

<b><u>Projects included in FY STP/CMAQ 2008-09 Federal Obligation Plan</u></b>			
- \$8.7 M in Federal funding			
- Receive E76 by April 30, 2009			
<b>Agency</b>	<b>TIP ID</b>	<b>Project</b>	<b>Status/Deadlines</b>
<b>Benicia</b>	<b>SOL070045</b>	State Park Road Bridge	\$1.67 M for CON (CMAQ & ARRA-TE). Bid opening
<b>Dixon</b>	<b>SOL070046</b>	SR-113 Pedestrian Improvements	\$90,000 for CON. Construction on-going
<b>Fairfield</b>	<b>SOL070027</b>	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON. Submitted E-76 in Sept.3
<b>Solano County</b>	<b>SOL050024</b>	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON. Construction completed.

Agency	TIP ID	Project	Status/Deadlines
<b>Solano County</b>	<b>SOL050046</b>	Old Town Cordelia Enhancements	\$500,000 for CON. Received E-76. Will advertise on Oct.
<b>Vacaville</b>	<b>SOL050013</b>	Vacaville Intermodal Station	\$3,028,000 for CON. Received E-76 for CON. Will advertise on late Oct.
<b>Vacaville</b>	<b>SOL070028</b>	Vacaville Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON Bid Opening.
<b>Vacaville</b>	<b>SOL070029</b>	Ulatis Creek – Allison to I-80	\$169,000 for ENV. Fund obligated.
<b>Vacaville</b>	<b>SOL070047</b>	Peabody & Marshall Road Pedestrian Improvements	\$152,000 CMAQ for CON. and \$260,000 ARRA Fund. Construction completed.
<b>Vallejo</b>	<b>SOL010027</b>	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Contract awarded on May 19 <sup>th</sup> . Construction Completed.
<b>Vallejo</b>	<b>SOL050048</b>	Downtown Vallejo Pedestrian Enh. - Phase I	\$2,138,000 ARRA Fund and \$580,000 CMAQ for CON. Fund obligated June 16, 2009.

## 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 or risk loss of funding. To prevent the deobligation and potential loss of unexpended federal funds for inactive projects with greater than one dollar unexpended balance, local agencies must do one of the following:

- 1) Submit a complete and correct invoice by August 17, 2009, or
- 2) Submit a deobligation request by August 17, 2009, or
- 3) Submit a complete justification form by August 17, 2009.

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: 04/01/09 – 06/30/09**

**Invoice Submission Due to LPA: August 17, 2009**

**Justification Due to DLAE: August 17, 2009**

Agency	Project	Unexpended Funds	Caltrans Status	Agency Responses
Fairfield	Woolner Ave. From Enterprise Dr. to Sheldon Elementary School, sidewalk improvement.	\$53,100	Authorized 9/12/2007 Invoiced	Construction recently completed. Preparing final report of expenditure / final invoice August.
Vacaville	Monte Vista Avenue at Ulatis Creek, Bridge Widening	\$243,137.49	Authorized 01/19/05	

Agency	Project	Unexpended Funds	Caltrans Status	Agency Responses
Vacaville	Cenntenial Park-Brown VLLY PKWY to Allison, Class I and Class II Bike Path	\$323,381.31	Authorized 5/13/05	

### 3. STIP Allocation Status for FY 2008-09 Programmed Projects

Projects programmed in the State Transportation Improvement Program (STIP) must receive an allocation from California Transportation Commission (CTC) by the end of the fiscal year in which the funds are programmed. For projects programmed in FY 2009-10, and want to receive an allocation at the November 2009 CTC meeting, sponsor must submit allocation request to MTC and Caltrans D4 Local Assistance by Sept 14, 2009.

In accordance with recently adopted policy by MTC, all allocated construction funds must have a contract awarded within six months of allocation, and for federal projects (i.e. TE projects), be sure the sponsor's Disadvantaged Business Enterprise (DBE) program is approved by the Local Assistance.

<b>STIP ALLOCATION STATUS REPORT FOR FY08-09</b>			
<b>Projects that need allocation by November, 2009</b>			
<b>Submit allocation request by September 14, 2009</b>			
Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$2,400,000	Project was deferred on June CTC meeting.
Vacaville	Jepson Pkwy Gateway Enhancement	\$120,000	Project was deferred on June CTC meeting.
MTC	TE reserve	\$381,000	Will lapse due to advances of ARRA-TE Funding
<b>STIP ALLOCATION STATUS REPORT FOR FY09-10</b>			
<b>Projects that need allocation by September 10, 2009</b>			
<b>Submit allocation request by July 13, 2009</b>			
Agency	Project	Unexpended Funds	Status
STA	Jepson Parkway (I-80 reliever)	\$3,800,000	ROW, May request and advance from programmed CON funding.
Vallejo	Vallejo Ferry Terminal Parking Phase 2	\$13,100,000	Amendment programming to CTC for \$13.1 million in FY09-10 for CON. 95% design done, will advertise in late August.
Vacaville	Jepson Parkway Gateway enhancement	\$230,000	Potential delay until FY11-12 due to advance of ARRA-TE funding

Solano	TE reserve	\$0	TE Reserve \$721K to go to other counties due to advance of ARRA-TE funding for Solano TE projects from other counties.
--------	------------	-----	---

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: October 1, 2009  
 TO: STA Board  
 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
TIGER Grants for Surface Transportation	None available. All questions must be submitted in writing via email to: <a href="mailto:TigerTeam@dot.gov">TigerTeam@dot.gov</a> .	N/A <sup>1</sup>
Carl Moyer Off-road Equipment Replacement Program (for Sacramento Metropolitan Area)*	Gary A. Bailey, Sacramento Metropolitan Air Quality Management District (916) 874-4893	<b>None. Projects will be selected for funding on a first-come, first-served basis.</b>
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)*	Anthony Fournier, BAAQMD (415) 749-4961	<b>None. Projects will be selected for funding on a first-come, first-served basis.</b>
Caltrans Highway Safety Improvement Program (HSIP)*	Sylvia Fung, Caltrans (510) 286-5226	<b>October 8, 2009</b>
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Rural Projects	Tracey Frost, Caltrans (916) 654-8222	<b>October 31, 2009</b>

FTA Grant Program – 5317 New Freedom Program <i>for Rural Projects</i>	Tracey Frost, Caltrans (916) 654-8222	<b>October 31, 2009</b>
FTA Grant Program – 5317 New Freedom Program for <i>small urbanized areas</i>	Tracey Frost, Caltrans (916) 654-8222	<b>October 31, 2009</b>
Environmental Enhancement and Mitigation Program (EEMP)*	Brenda Herron, Caltrans (916) 653-6930	<b>November 16, 2009</b>
FY 2010-11 Bicycle Transportation Account (BTA)*	Ken McGuire, Caltrans (916) 653-2750	<b>December 1, 2009</b>

\* New funding opportunity

<sup>1</sup>Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.



**FUNDING OPPORTUNITY**

**American Recovery and Reinvestment Act (ARRA)**

TIGER (Transportation Investment Generating Economic Recovery) Grants

**Anticipated Application Deadline Not Available**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the ARRA TIGER Grants for Surface Transportation 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 transportation agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in surface transportation infrastructure projects.

Funding Available: Approximately \$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects. \$20 million minimum; \$300 million maximum.

Eligible Projects: Eligible projects include, but are not limited to, highway or bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.

Further Details: <http://www.dot.gov/recovery/ost/>  
The U.S. Department of Transportation is in the process of developing criteria for this program. Caltrans, MTC, and STA will work with the cities and County of Solano to allocate the funds when the criteria are available.

Program Contact Person: Mr. Leslie T. Rogers, Regional Administrator, U.S. Department of Transportation  
Region 9  
(415) 744-3133

STA Contact Person: Sara Woo, STA Planning Assistant,  
(707) 399-3214  
swoo@sta-snci.com

---



**FUNDING OPPORTUNITY**

**Carl Moyer Off-road Equipment Replacement Program**

For Sacramento Metropolitan Area

**Application Due On First-Come, First-Served Basis**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Off-road Equipment Replacement 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: Private non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.

Funding Available: Approximately \$10 million is available.

Eligible Projects: Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

Further Details: <http://www.airquality.org/mobile/moyererp/index.shtml>

Program Contact Person: Gary A. Bailey, Sacramento Metropolitan Air Quality Management District,  
(916) 874-4893  
gbailey@airquality.org

STA Contact Person: Sara Woo, STA Planning Assistant,  
(707) 399-3214  
swoo@sta-snci.com



**FUNDING OPPORTUNITY**  
**Carl Moyer Memorial Air Quality Standards Attainment Program**  
For San Francisco Bay Area  
**Application Due On First-Come, First-Served Basis**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Air Quality Standards Attainment 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: Private non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment and other sources of pollution providing early or extra emission reductions. Eligible projects include cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines.

Funding Available: Approximately \$20 million is available.

Eligible Projects: Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

Further Details: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx>

Program Contact Person: Anthony Fournier, Environmental Planner, Bay Area Air Quality Management District (BAAQMD), (415) 749-4961, [afournier@baaqmd.gov](mailto:afournier@baaqmd.gov)

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214, [swoo@sta-snci.com](mailto:swoo@sta-snci.com)



**FUNDING OPPORTUNITY**

**Highway Safety Improvement Program (HSIP)**

**Application Due October 8, 2009**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the Highway Safety Improvement Program (HSIP) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** The applicant for HSIP funds is an agency that assumes responsibility and accountability for the use and expenditure of federal-aid highway funds. The applicant must be a city or a county within the State of California. Exceptions to this requirement will be reviewed by the Department of Transportation (Caltrans), Headquarters - Division of Local Assistance (HQ-DLA) on a case-by-case basis.

**Program Description:** HSIP funds are eligible for work on any publicly-owned roadway or bicycle/pedestrian pathway or trail that corrects or improves the safety for its users.

**Funding Available:** Approximately \$50 million statewide is available for HSIP projects.

**Eligible Projects:** Examples (not limited to):

- An intersection safety improvement
- Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition)
- Installation of rumble strips or other warning devices
- Improvement for pedestrian or bicyclist safety or for safety of persons with disabilities
- Conducting road safety audits
- Construction of a traffic calming feature
- Transportation safety planning
- Improvement of highway signage and pavement markings

**Further Details:** <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

**Program Contact Person:** Sylvia Fung, Local Assistance Engineer (Caltrans), (510) 286-5226  
[sylvia\\_fung@dot.ca.gov](mailto:sylvia_fung@dot.ca.gov)

**STA Contact Person:** Sara Woo, STA Planning Assistant, (707) 399-3214  
[swoo@sta-snci.com](mailto:swoo@sta-snci.com)



## FUNDING OPPORTUNITY

# Federal Transit Administration (FTA) Grant

FTA 5316 Job Access and Reverse Commute Program for Rural Projects

Application Due October 31, 2009

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) 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:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The FTA 5316 JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

**Funding Available:** Approximately \$1.4 million is available for JARC rural projects.

**Eligible Projects:**

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none"><li>• Late night/weekend service</li><li>• Guaranteed ride home service</li><li>• Shuttle service</li><li>• Expanded fixed-route public transit routes</li><li>• Demand-responsive service</li><li>• Ridesharing/carpooling activities</li><li>• Voucher programs</li></ul>	<ul style="list-style-type: none"><li>• Intelligent Transportation Systems (ITS)</li><li>• Promotion of operating activities</li><li>• Vehicles</li><li>• Mobility management activities</li></ul>

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5316.html>

**Program Contact Person:** Tracey Frost, Acting Branch Chief (Caltrans),  
(916) 654-8222  
[tracey\\_frost@dot.ca.gov](mailto:tracey_frost@dot.ca.gov)

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst,  
(707) 424-6075  
[eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com)



**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**

FTA 5317 New Freedom Program for Rural Projects

Application Due October 31, 2009

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom 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:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The FTA 5317 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 currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

**Funding Available:** Approximately \$0.7 million is available for New Freedom Rural Projects.

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"><li>• Expansion of hours for paratransit service</li><li>• Enhancement of services</li><li>• Voucher programs</li><li>• Volunteer driver programs</li></ul>	<ul style="list-style-type: none"><li>• Acquisition of accessibility equipment beyond ADA requirements</li><li>• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs</li><li>• Mobility management activities</li></ul>

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5317.html>

**Program Contact Person:** Tracey Frost, Acting Branch Chief (Caltrans), (916) 654-8222  
tracey\_frost@dot.ca.gov

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075  
eniedziela@sta-snci.com



**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**

FTA 5317 New Freedom Program for Small Urbanized Area

**Application Due October 31, 2009**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom 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:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The FTA 5317 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 currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

**Funding Available:** Approximately \$1.6 million is available for New Freedom Small Urbanized Area Projects.

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"><li>• Expansion of hours for paratransit service</li><li>• Enhancement of services</li><li>• Voucher programs</li><li>• Volunteer driver programs</li></ul>	<p><u>Capital:</u></p> <ul style="list-style-type: none"><li>• Acquisition of accessibility equipment beyond ADA requirements</li><li>• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs</li><li>• Mobility management activities</li></ul>
--	--

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5317.html>

**Program Contact Person:** Tracey Frost, Acting Branch Chief (Caltrans), (916) 654-8222  
tracey\_frost@dot.ca.gov

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075  
eniedziela@sta-snci.com



**FUNDING OPPORTUNITY**

**Environmental Enhancement and Mitigation Program  
(EEMP)**

**Application Due November 16, 2009**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the Environmental Enhancement and Mitigation Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties.

Program Description: The Environmental Enhancement and Mitigation Program provides funding for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility (CA Constitution, Art.XIX, Sec.1) or construction of a new transportation facility.

Funding Available: \$10 million

Eligible Projects:

- Highway landscaping and urban forestry
- Resource lands
- Roadside recreation

Further Details: <http://www.resources.ca.gov/eem/>

Program Contact Person: Brenda Herron, EEM Program Coordinator (Caltrans),  
(916) 653-6930  
Brenda\_Herron@dot.ca.gov

STA Contact Person: Sara Woo, STA Planning Assistant  
(707) 399-3214  
swoo@sta-snci.com

---



**FUNDING OPPORTUNITY**

**FY 2010-11 Bicycle Transportation Account (BTA)**

**Application Due December 1, 2009**

TO: STA Board  
FROM: Sara Woo, Planning Assistant

This summary of the Bicycle Transportation Account (BTA) Grant Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties.

Program Description: The Bicycle Transportation Account provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

Funding Available: \$7.2 million; the maximum amount an applicant receive is \$1.8 million; 10% local match.

- Eligible Projects:
- Project planning
  - Preliminary engineering
  - Final design
  - Right of way acquisition
  - Construction and/or rehabilitation

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>  
<http://www.dot.ca.gov/hq/LocalPrograms/bta/PDFs/Chapter21Sept2009.pdf>

Program Contact Person: Ken McGuire, Bicycle Facilities Manger (Caltrans),  
(916) 654-8222  
ken.mcguire@dot.ca.gov

STA Contact Person: Sara Woo, STA Planning Assistant  
(707) 399-3214  
swoo@sta-snci.com

---

**THIS PAGE INTENTIONALLY LEFT BLANK.**



DATE: October 7, 2009  
TO: STA Board  
FROM: Johanna Masiclat, Clerk of the Board  
RE: Updated STA Board Meeting Schedule for Calendar Year 2009

**Discussion:**

Attached is the updated STA Board meeting schedule for the remainder of Calendar Year 2009.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2009



**STA BOARD MEETING SCHEDULE**  
**Remainder of Calendar Year 2009**  
**(Meets on the 2<sup>nd</sup> Wednesday of Every Month)**

<b>DATE</b>	<b>TIME</b>	<b>DESCRIPTION</b>	<b>LOCATION</b>	<b>STATUS</b>
November 4	6:00 p.m.	STA 12 <sup>th</sup> Annual Awards	Jelly Belly	Confirmed
December 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed