



**SOLANO TRANSPORTATION AUTHORITY  
BOARD MEETING AGENDA**

**SPECIAL MEETING**

**4:30 p.m., Wednesday, November 18, 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> (4:30 – 4:35 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
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**STA BOARD ALTERNATES**

Mike Reagan	Mike Hudson	Alan Schwartzman	Rick Fuller	Chuck Timm	Ron Jones	Curtis Hunt	Tom Bartee
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**III. APPROVAL OF AGENDA**

(4:35 – 4:40 p.m.)

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

(4:40 – 4:45 p.m.)

**V. EXECUTIVE DIRECTOR'S REPORT**

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(4:45 – 4:50 p.m.)

**VI. CONSENT CALENDAR**

Recommendation:

*Approve the following consent items in one motion.*

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

(4:50 – 4:55 p.m.)

**A. STA Board Meeting Minutes of October 14, 2009**

Johanna Masiclat

Recommendation:

*Approve STA Board Meeting Minutes of October 14, 2009.*

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**B. Status of Approval of Revisions to STA's Joint Powers Authority (JPA) Agreement**

Daryl Halls

Recommendation:

*Receive and file.*

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**VII. ACTION NON-FINANCIAL ITEMS**

**A. State Route (SR) 12 Jameson Canyon – Resolution Determining STA Board to Hear Resolution's of Necessity for State Route (SR) 12 Jameson Canyon Project**

Janet Adams

Recommendation:

*Approve Resolution No. 2009-18 determining that STA Board will hear Resolution's of Necessity for the SR 12 Jameson Canyon project in Solano County.*

(4:55 – 5:00 p.m.)

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**B. Status of Routes 30 and 90 Operating Agreement**

Daryl Halls

Recommendation:

*Approve the following:*

- 1. Authorize the Executive Director to enter into an operating agreement for Solano Express Routes 30 and 90 with Fairfield and Suisun Transit (FAST) with the provisions as specified in Attachment F;*
- 2. Approve 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, subject to execution by both parties of Route 30 and 90 operating agreement;*

3. *Approve the City of Fairfield's FY 2009-10 Regional Measure 2 (RM 2) allocation request for Route 90, , subject to execution by both parties of Route 30 and 90 operating agreement; and*
4. *Return to the STA Board with a mid-year and annual performance report for Routes 30 and 90.*

(5:00 – 5:05 p.m.)

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**C. STA's Final Draft 2010 Legislative Priorities and Platform**

Jayne Bauer

*Recommendation:*

*Approve the STA Final Draft 2010 Legislative Priorities and Platform, as specified in Attachment A.*

(5:05 – 5:10 p.m.)

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**VIII. BOARD MEMBERS COMMENTS**

**IX. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for **Wednesday, December 9, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**

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**MEMORANDUM**

DATE: November 9, 2009  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – November 2009

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At the STA Board meeting of October 14, 2009, the Board scheduled a special meeting to consider three items. The items were 1.) consider a request from Caltrans to have the STA Board serve as the policy board for the right of way process for the SR 12 Jameson Canyon project; 2.) receive a status report on the Routes 30 and 90 operating agreement with Fairfield and Suisun Transit, and 3.) consider adoption of the STA's 2010 Legislative Platform and Priorities. Staff reports have been prepared for all three of these items as directed by the STA Board. 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.

**Status of Approval of Amendments to STA's Joint Powers Agreement (JPA)**

To date, six of eight member agencies have approved amendments to the STA's JPA. The Solano County Board of Supervisors and city councils from the cities of Dixon, Rio Vista, Suisun City, Vacaville and Vallejo have all approved the JPA. The cities of Benicia and Fairfield are scheduled to take action on November 17, 2009. Once these final two actions take place, the revised JPA will be approved and the STA's roles and responsibilities will be updated and more accurately reflect the current planning, funding, project delivery, and program functions of the STA.

**SR 12 Jameson Canyon Project \***

STA is the lead agency for the design of the project when this function was transferred from Caltrans to the STA with the concurrence of STA, Caltrans and the Napa County Transportation and Planning Agency (NCTPA) in 2008. In this capacity, the STA has accelerated the project development schedule for this project to meet the stringent project delivery requirements adopted by the California Transportation Commission (CTC) for all Proposition 1B Corridor Management Investment Account (CMIA) funded projects. STA recently submitted to Caltrans for review the 95% design plans for the project. In preparation for the next critical path phase of the project, right of way, Caltrans has requested that the STA Board serve as the policy board for this project in Solano County, in place of the California Transportation Commission (CTC). This change is anticipated to reduce the schedule of the project by 3 to 6 months and will provide local property owners with a local board to address any right of way issues between Caltrans and the property owners. The STA Board will be eligible to serve in this capacity following the approval of revisions to the STA JPA by all eight member agencies.

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

Under the direction of the STA Board, STA staff and legal counsel has met with City of Fairfield staff and legal counsel. Based on this meeting, it appears there is concurrence regarding the development and entering into an operating agreement for Routes 30 and 90. Legal counsels are currently reviewing drafts of the agreement which will be provided under separate cover. If an agreement can be worked out, which appears to be the case, staff will recommend the Board authorize the STA to enter into an operating agreement with the City of Fairfield for Routes 30 and 90. As directed by the Board, staff has also prepared alternative options for providing the service.

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

Staff has reviewed and updated the STA's Legislative Priorities and Platform based on input provided at the October 14<sup>th</sup> Board meeting in preparation for the 2010 legislative year. This draft document has been distributed for 30 day review and comment to our transportation partners and the public. At the request of the STA Board, this item has been scheduled for action at this special meeting of the STA Board. The official deadline for comments is November 13<sup>th</sup>. Any additional comments will be provided under separate cover.

**I-80 High Occupancy Vehicle Lanes Open for Business**

On November 5, 2009, the STA and Caltrans joined together to commemorate the opening of the east bound I-80 High Occupancy Vehicle (HOV) lanes. This followed approximately one month after the opening of the west bound I-80 HOV lanes. Concurrently, the event celebrated the significant progress made on the rehabilitation of the pavement on I-80 from Vacaville through Fairfield to Vallejo. Thus far, the feedback from the public has been positive. The STA's Solano Napa Commuter Information is in the process of rolling out the new vanpool incentive approved by the STA Board to encourage new vanpoolers to try the new HOV lanes.

**Countywide Senior and Disabled Transportation Summit II**

An estimated 140 persons attended the Solano Countywide Senior and Disabled Transportation Summit II on October 30, 2009. Summit II was co-hosted by the STA, in partnership with the County of Solano, the Senior Coalition of Solano County, and the Metropolitan Transportation Commission (MTC). At the summit, the Solano County transit operators unveiled a subsidized taxi proposal targeted at addressing an issue raised by the disabled at Summit I. Staff is planning to request the transit operators provide an update of the proposal at a future STA Board meeting. I also want to acknowledge the extra efforts of several members of STA staff that helped support the event planning committee and the event. This included STA's Elizabeth Richards, Liz Niedziela and Jayne Bauer who served on the event planning committee and STA's administrative staff Johanna Masiclat, Karen Koelling and Nancy Abruzzo that provided event support.

Attachment:

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

<b>A</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	Santa Clara Valley Transportation Authority
ITIP	Interregional Transportation Improvement Program	SFCTA	San Francisco County Transportation Authority
ITS	Intelligent Transportation System	SHOPP	State Highway Operations & Protection Program

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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**  
**October 14, 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
Rick Fuller (Alternate Member)	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 the meeting at  
6:05 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.
Liz Niedziela	Transit Manager
Susan Furtado	Financial Analyst/Accountant
Jayne Bauer	Marketing and Legislative Program Manager
Robert Guerrero	Associate Planner
Sam Shelton	Project Manager
Kenny Wan	Assistant Project Manager
Sara Woo	Assistant Planner

**ALSO**

**PRESENT:**

***In Alphabetical Order by Last Name:***

Birgitta Corsello	County of Solano
Gene Cortright	City of Fairfield
Nicolas Endrawos	Caltrans District 4
George Fink	City of Fairfield
Mike Hudson	Councilmember and Alternate Board Member, City of Suisun City
Howard Jennings	Resident, City of Fairfield
Dan Kasperson	City of Suisun City
Gus Khouri	Shaw/Yoder, Inc.
Gary Leach	City of Vallejo
Wayne Lewis	City of Fairfield
Alyssa Majer	City of Suisun City
Jeff Matheson	City of Dixon
Brian McLean	City of Vacaville
Rod Moresco	City of Vacaville
Sean Quinn	City of Fairfield
Mike Roberts	City of Benicia
Jeanine Wooley	City of Vallejo

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

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

**III. APPROVAL OF AGENDA**

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

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- State of the System for Arterials, Highways and Freeways
- Approval of 2009 Solano County Congestion Management Plan
- STA's Draft Legislative Priorities and Platform for 2010
- 2010 State Transportation Improvement Program Overview
- Status of Route 30/90 Agreements
- Status of STA JPA Approvals
- Countywide Senior and Disabled Transportation Summit II
- Updated Safe Routes to School Work Plan
- Updated T-PLUS Work Plan to Better Link Land Use and Transportation Planning

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

**A. MTC Report:**

Board Chair and MTC Commissioner Spring stated the Bay Area Toll Authority (BATA) is considering a toll increase on the seven state-owned Bay Area toll bridges. He summarized the three options that are being considered by the Oversight Committee which would raise the needed \$160 million annually to retrofit the Antioch and Dumbarton Bridges.

**B. Caltrans Report:**

Nicolas Endrawos, Caltrans District 4 Project Manager, reported on the status of the opening of the I-80 HOV Lanes (both Eastbound and Westbound).

**C. STA Reports:**

1. Gus Khouri, Shaw/Yoder, Inc. provided a State Legislative report.
2. Board Chair Spring highlighted the Senior and Disabled Transportation Summit of June 26, 2009. He stated Summit II is scheduled for October 30, 2009 at the Joseph Nelson Community Center in Suisun City.
3. STA Status Reports:
  - A. Projects – Janet Adams reported on upcoming construction projects.
  - B. Planning – Robert Macaulay reported on earthquake preparedness issues.
  - C. Transit and Rideshare – Elizabeth Richards reported on the high level rates of carpooling and vanpooling in the Bay Area..

**VII. CONSENT CALENDAR**

On a motion by Board Member Price, and a second by Board Member Patterson, the STA Board unanimously approved Consent Calendar Items A thru K.

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

Recommendation:

Approve STA Board Meeting Minutes of September 9, 2009.

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

Recommendation:

Receive and file.

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

Recommendation:

Review and file.

**D. Request for Proposals (RFP) for Professional Auditing Service**

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.

- E. Response to Solano County Grand Jury Letter Regarding Solano Paratransit Report – Specifically Unmet Transit Needs Hearing and Paratransit Coordinating Council**  
Recommendation:  
Receive and file.
- F. Funding Agreement Amendments for Vacaville and East Fairfield Community Based Transportation Plans**  
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.
- G. Jobs Access Reverse Commute (JARC) Application Scoring and Recommendation, and New Freedom Applications**  
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.
- H. Paratransit Coordinating Council (PCC) Appointment**  
Recommendation:  
Appoint Kurt Wellner as a transit user representative to the PCC for a 3-year term.
- I. Solano Napa Commuter Information (SNCI)’s Vanpool Incentive Program**  
Recommendation:  
Authorize STA staff to implement the New Vanpool Driver Incentive and the Van Driver Recognition Reward programs.
- J. Federal Legislative Advocacy Services Contract**  
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.
- K. American Recovery and Reinvestment Act Update**  
Recommendation:  
Approve the reprogramming of bid savings from American Recovery & Reinvestment Act (ARRA) Local Street and Road funds as specified in Attachment C.

## VIII. ACTION – FINANCIAL ITEMS

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

At the request of Board Member Price, this item was tabled until the next meeting with the exception to move forward recommendation# 3, direct staff to identify Alternative Options for the Operation of Routes 30 and 90.

#### **Board Comments:**

After discussion, Chair Sperring requested clarification that when this item returns to the Board next month after the requested delay, that it is with Fairfield's intent to enter into an agreement and not to delay any further. Board Member Price confirmed this understanding and indicated that the Assistant City Manager would be the Fairfield point person to work out the issues with STA staff on this item.

Board Members Augustine and Patterson stated that the agreement should retain a sense of oversight and a comprehensive approach consistent with the STA's role.

#### **Public Comments:**

Fairfield Resident Howard Jennings, Jr. requested the STA Board to reconsider on a countywide consolidation effort.

On a motion by Board Member Augustine, and a second by Board Member Patterson, the STA Board approved to table the following recommendation #s 1, 2, and 4) and to approve recommendation #3.

#### 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 Alternative Options for the Operation of Route 30 and 90; and
4. Return to the STA Board for their Consideration.

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

Due to the action taken by the STA Board on Agenda Item VIII.A, Routes 30/90 Operating Agreement to table the item, Elizabeth Richards provided the STA Board a revised version of the TDA Matrix which modified the approval of the City of Fairfield's FY 2009-10 TDA claim in its present form to table Fairfield's claim of TDA funds from other jurisdictions for Routes 30 and 90..

#### **Board Comments:**

None presented.

#### **Public Comments:**

None presented.

Recommendation:

Approve the October 2009 TDA Matrix which includes the Cities of Fairfield and Rio Vista's FY 2009-10 TDA claim amounts, with the revision to table Fairfield's claim of TDA funds from other jurisdictions for Route 30 and 90.

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

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

Liz Niedziela reviewed the STA Board recommendation prioritized plan for FY 2009-2011 proposal of Lifeline supplemental funding. She cited that the City of Dixon was the next prioritized 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 was next priority to receive the supplemental amount of \$6,529 in Prop 1B/Lifeline funds for FY 2009-10 to fund bus shelter/stop improvements.

**Board Comments:**

None presented.

**Public Comments:**

None presented.

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.

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

**IX. ACTION NON-FINANCIAL ITEMS**

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

Robert Macaulay reviewed the comments received on the Draft Solano CMP from three 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.

**Board Comments:**

Board Member Patterson requested that staff consider including the Benicia Park and Ride Lot when the study is revisited in a couple of years.

**Public Comments:**

None presented.

Recommendation:

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

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

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

Robert Macaulay cited that 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. He indicated that the Committee voted to recommend that the State of the System – Arterials, Highways, and Freeways report be adopted by the STA Board.

**Board Comments:**

None presented.

**Public Comments:**

None presented.

Recommendation:

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

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

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

Jayne Bauer requested the STA Board to authorize the distribution of the draft document for a 30-day review and comment period. She cited that the deadline for comments would be November 13, 2009.

**Board Comments:**

After discussion, the STA Board requested changes in language related to SB 375/sales tax measures and climate change. Board Member Patterson requested the inclusion of the “Green Corridor Program” with regard to the movement of goods along corridors, about which Board Chair Spering requested that staff provide more information on this program before the Board considers making this change to the platform. Board Member Patterson requested the platform be agendaized for the Special Meeting on November 18<sup>th</sup> so she can participate.

**Public Comments:**

None presented.

Recommendation:

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

On a motion by Vice Chair Sanchez, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation including direction to staff to bring back the changes noted above for more discussion by the Board at the Special Meeting on November 18<sup>th</sup>.

- D. Safe Routes to School (SR2S) Program Update and 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 noted staff plans to enter into an agreement with Solano County Department of Public Health to provide both services for 2 years.

**Board Comments:**

None presented.

**Public Comments:**

None presented.

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.

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

**X. INFORMATIONAL ITEMS – NO DISCUSSION ITEMS**

- A. Preview of Senior and Disabled Transportation Summit II**
- B. STA Transportation Planning and Land Use Solutions (T-PLUS) Program/Transportation for Livable Communities (TLC) Program Summary**
- C. 2010 State Transportation Improvement Program (STIP) Update**
- D. Regional Transportation Impact Fee (RTIF) Update**
- E. Abandoned Vehicle Abatement (AVA) Program Annual Report Fiscal Year (FY) 2008-09**
- F. Unmet Transit Needs Process for Fiscal Year FY 2009-10 and FY 2010-11**
- G. State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan Update**
- H. Project Delivery Update**
- I. Funding Opportunities Summary**
- J. STA Board and Advisory Committee Meeting Schedule for 2009**

**XI. BOARD MEMBER COMMENTS**



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DATE: November 9, 2009  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Status of Approval of Revisions to STA's Joint Powers Agreement (JPA)

---

**Background:**

On April 8, 2009, the STA Board approved revisions updating the agency's joint powers agreement. These amendments included changes to the JPA in the subject areas of planning, insurance, project delivery and programs.

Three cities (Dixon, Rio Vista and Suisun City) approved the amended JPA. Subsequently, the County of Solano requested additional revisions further clarifying the process for the STA to take the lead on the delivery of multi-jurisdictional projects and narrowing the definition to more specifically define the limits of the scope of the JPA to transportation and transit issues. The STA Board reviewed and approved these requested revisions on September 9, 2009. With these changes, each of the seven cities and the County of Solano has been scheduling their required approval of the changes to the JPA. This necessitated all three cities that had originally approved the JPA to also approve the additional changes requested by the County of Solano.

**Discussion:**

As of November 9, 2009, the following agencies have taken action to approve the revisions to the STA's Joint Powers Agreement (JPA):

County of Solano:	September 22
City of Vacaville:	September 22
City of Suisun City:	October 20
City of Vallejo:	October 20
City of Dixon:	October 27
City of Rio Vista:	November 5

The cities of Benicia and Fairfield are both scheduled to take action on November 17, 2009.

**Recommendation:**

Receive and file.

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DATE: November 4, 2009  
 TO: STA Board  
 FROM: Janet Adams, Director of Projects  
 RE: State Route (SR) 12 Jameson Canyon – Resolution Determining STA Board to Hear Resolution’s of Necessity for State Route (SR) 12 Jameson Canyon Project

**Background:**

STA has been actively working with State of California Department of Transportation (Caltrans), Napa County Transportation and Planning Authority (NCT&PA), affected regulatory agencies, affected utility companies and the interested public to deliver the State Route (SR) 12 Jameson Canyon Project. The purpose of the project is to relieve traffic congestion, improve mobility, enhance safety and improve current roadway conditions. The project will be implemented in phases due to funding constraints. A Phase 1 Project has been identified on SR 12 Jameson Canyon, which includes adding an additional lane in each direction and constructing a concrete median barrier from Kelly Road in Napa County to Red Top Road in Solano County.

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

Caltrans completed the environmental documentation phase of the project in February 2008. Currently STA, through a design consultant, is completing the design phase of the project and actively working with Caltrans in expediting the right of way acquisition, utility relocations, and regulatory agency approvals.

Presented below is the schedule for the SR 12 Jameson Canyon Phase 1 Project:

<b>SR 12 Jameson Canyon (Phase 1) Project Schedule</b>		
<b>Phase-Milestone</b>	<b>Planned</b>	
	Start Date	Completion Date
Final Design - Plans, Specs. & Estimates (PS&E)	03/08	04/10
Right-of-Way Activities /Acquisition (R/W)	03/08	04/10
Construction	09/10	08/13

**Discussion:**

STA has taken the lead in advancing the project through the design phase, in order to comply with funding source deadlines for the project. Construction contract advertisement is scheduled to start in the Spring of 2010 with actual construction starting in the Fall of 2010. The project has been divided into two construction contracts, the Napa and Solano segments.

One critical ongoing activity for the project is the acquisition of additional right-of-way required to accommodate the widening of the highway. Caltrans' Right of Way staff is currently finalizing appraisals for 28 parcels of land affected by the project and is starting negotiations with landowners in conformance with State procedures.

The acquisition process may require exercising eminent domain proceedings, although it is hoped that this can be avoided through successful negotiations with property owners. If necessary, the process includes a public hearing(s) to consider Resolution's of Necessity to acquire right-of-way required for the project. For Caltrans sponsored projects, these hearings are typically held before the California Transportation Commission (CTC). However, due to the CTC's scheduling of agendas, it will likely not be possible to use this standard procedure and meet the required funding source deadline.

State regulations allow for a local Board to hear the Resolution's of Necessity if agreeable. Since the STA and NCT&PA are actively working with Caltrans to deliver the project, the public hearings are proposed to be held locally. Parcels located in the Napa segment of the project would be heard in Napa County and parcels in the Solano County segment would be heard in Solano County.

NCT&PA does not have the power of eminent domain. Therefore, NCT&PA recently requested and the County of Napa Board of Supervisor's approved at its November 10, 2010 meeting, a Resolution indicating its willingness to hear Resolution's of Necessity on behalf of NCT&PA for parcels located in Napa County for this project.

With the recent revisions proposed to the STA's Joint Powers Agreement, the STA Board will be authorized to perform this task for Solano County. Likewise, a necessary first step is for the STA Board to pass the attached Resolution (Attachment A) indicating its concurrence to hear Resolutions of Necessity for the project for those parcels located in Solano County. Resolutions of Necessity would likely be heard in the March/April 2010 timeframe, if needed.

**Fiscal Impact:**

There is no fiscal impact to STA. Any and all right of way staff and legal counsel costs associated with the hearing of any Resolutions of Necessity's will borne by the Project.

**Recommendation:**

Approve Resolution No. 2009-18 determining that STA Board will hear Resolution's of Necessity for the SR 12 Jameson Canyon project in Solano County.

Attachment:

- A. Resolution No. 2009-18

**RESOLUTION NO. 2009-18**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
DETERMINING THAT THE BOARD OF DIRECTORS WILL HEAR  
RESOLUTIONS OF NECESSITY FOR THE SR 12 JAMESON CANYON PROJECT**

**WHEREAS**, the Solano Transportation Authority is participating with Napa County Transportation and Planning Agency (NCTPA), and the State of California Department of Transportation to construct the SR 12 Jameson Canyon transportation improvement projects; and

**WHEREAS**, the SR 12 Jameson Canyon project will widen the existing two-lane roadway to a divided four-lane conventional highway with a concrete median barrier, from Kelly Road to Red Top Road, approximately 5.8 miles in length; and

**WHEREAS**, the Solano Transportation Authority Board is vested with the power of eminent domain to acquire real property by virtue of \_\_\_\_\_; and

**WHEREAS**, the State of California Department of Transportation requires Boards of Directors of counties or Transportation Authority's acquiring real property for a project relating to a State Highway to pass a resolution determining that the Board of Directors will hear Resolution's of Necessity to acquire real property for a project relating to a State Highway; and

**WHEREAS**, once such a resolution is passed, under State law, Boards of Directors of counties or Transportation Authority's in which property needed for state highway purposes is located may hear and adopt Resolution's of Necessity for the acquisition of property needed for projects on the State Highway System.

**NOW, THEREFORE BE IT RESOLVED**, by the Solano Transportation Authority Board, that the Board of Directors will hear Resolution's of Necessity associated with the acquisition of real property and real property interests for the eminent domain process for the SR 12 Jameson Canyon transportation improvement project.

**THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED** by the Board of Directors of the Solano Transportation Authority, County of Solano, State of California, at a regular meeting of the Board held on the 18<sup>th</sup> day of November, 2009 by the following vote:

---

James Spering, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the special meeting thereof held this day of November 18, 2009.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 18<sup>th</sup> day of November 2009  
by the following vote:

Ayes: \_\_\_\_\_

Nos: \_\_\_\_\_

Absent: \_\_\_\_\_

Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_

Johanna Masiclat  
Clerk of the Board



DATE: November 9, 2009  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Status of Routes 30 and 90 Operating Agreements

---

**Background:**

The Solano Transportation Authority (STA) currently manages and provides oversight for three intercity transit routes, marketed to the public as Solano Express. Two of the routes (Routes 30 and 90) are operated by Fairfield and Suisun Transit (FAST) and the other (Route 78) is operated by Vallejo Transit.

The 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) funds 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, with STA to provide management oversight and funding, and to approve the proposed funding plan for the intercity routes as proposed in a STA letter dated August 10<sup>th</sup> letter” (Attachment A).

Beginning in 2008 with the initiation of Route 78 between Benicia, Vallejo and BART, a similar agreement has been in place for Route 78 that is operated by Vallejo Transit. 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.

**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 relative operating stability during a period of economic uncertainty 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 the 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 and origin and destination 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 partnership with the transit operators, 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 Routes 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% 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%.

### **STA AND FAST ROUTE 30 AND 90 OPERATING AGREEMENT**

As discussed at the STA Board meeting of October 14, 2009, STA staff and legal counsel have worked unsuccessfully with the City of Fairfield staff over the past year 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 was 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 alternative options for the operation of Route 30 and 90 and return to the STA Board for their consideration.

**Discussion:**

At the STA Board meeting of October 14, 2009, the STA Board discussed the City of Fairfield's September 9<sup>th</sup> letter and the recommendations proposed by the STA Board's Executive Committee regarding the funding for and operations of Route 30 and 90. The Board also considered a request from the Mayor of Fairfield, Board Member Harry Price, requesting the STA Board postpone action for 30 days on the recommendations from the STA's Executive Committee. The STA Board unanimously voted to table action until a special meeting of November 18, 2009 to provide the City of Fairfield with additional time to reconsider the STA Board's recommendation to enter into operating agreements for Routes 30 and 90. The STA Board requested STA staff and legal counsel follow up with Fairfield staff and legal counsel on this matter and directed staff to identify alternatives to providing the service that could be considered at the special meeting of November 18, 2009.

Subsequent to this action, STA staff and legal counsel met with City of Fairfield staff and legal counsel on October 22, 2009 to discuss the provisions of the operating agreements for Routes 30 and 90. The meeting was positive and productive with general concurrence regarding the need and purpose of an operating agreement for Route 30 and 90 between STA and the FAST. It was agreed that Fairfield legal counsel would take the draft agreement prepared by STA legal counsel and provide a modified agreement that addressed the issues and interests of both agencies in preparation for the special STA Board meeting on November 18, 2009. This process is still ongoing and staff will provide an update under separate cover.

**ALTERNATIVE SERVICE OPTIONS**

At the direction of the STA Board, staff has identified three separate alternatives for the continued provision of Routes 30 and 90. Based on preliminary discussions with these other qualified transit operators, each operator would be willing to operate one or both of the routes through an agreement with the STA, in order to maintain the service and if the STA is unable to work out an operating agreement with FAST. The three alternative operating options are as follows:

Option 1	STA enters into agreements with the City of Vacaville (Vacaville City Coach) to operate Route 30 and the City of Vallejo (Vallejo Transit) to operate Route 90.
Option 2	STA enters into agreements with the City of Dixon (Dixon Read-Ride) to operate Route 30 and the City of Vallejo (Vallejo Transit) to operate Route 90.
Option 3	STA enters into an agreement with the City of Vallejo (Vallejo Transit) to operate Routes 30 and 90.

As stated previously, it is in the best interest of the STA, the individual operators and the numerous transit riders that utilize both of these important intercity transit routes to maintain the funding for and the service being provided.

Based on the operating agreement for Routes 30 and 90 being developed collaboratively by STA and the City of Fairfield staff and legal counsel, staff is recommending the STA Board authorize the Executive Director to enter into an operating agreement for Solano Express Route 30 and 90 with Fairfield and Suisun Transit (FAST) as specified and to approve the City of Fairfield claiming the commensurate TDA funds from the other local agencies for both routes and the RM 2 funds for Route 90. This recommendation is based on STA and the City of Fairfield coming to an agreement on an operating agreement for Routes 30 and 90.

STA staff has recently received the annual summary of ridership and performance from FAST and Vallejo Transit for all seven intercity transit routes and is preparing to provide a presentation to the STA Board at its meeting of December 9, 2009.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to enter into an operating agreement for Solano Express Routes 30 and 90 with Fairfield and Suisun Transit (FAST) with the provisions as specified in Attachment F;
2. Approve 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, subject to execution by both parties of the Route 30 and 90 operating agreement;
3. Approve the City of Fairfield's FY 2009-10 Regional Measure 2 (RM 2) allocation request for Route 90, subject to execution by both parties of the Route 30 and 90 operating agreement; and
4. Return to the STA Board with a mid-year and annual performance report for Routes 30 and 90.

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
- F. Operating Agreement for Solano Express Routes 30 and 90 with Fairfield and Suisun Transit (FAST) (To be provided under separate cover)



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



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*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.

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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 determine 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  
707.428.7485

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

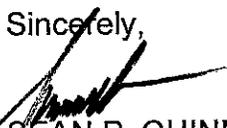
Historically, the shared objective has always been to provide the best possible interregional bus connections for people living, working and/or visiting in Solano County. The challenge has been to find a sustainable and stable operating model. We have gone through several iterations. For the past several 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 SSCI 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/SSCI 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.

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DATE: November 6, 2009  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Final Draft 2010 Legislative Priorities and Platform

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**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.

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 SolanoExpress Intercity Transit Consortium reviewed the Draft 2010 Legislative Platform and Priorities at their meetings in September, and the STA Board authorized the distribution of the draft document for a 30-day review and comment period on October 14, 2009.

**Discussion:**

At the Board meeting of October 14, 2009, the Board requested changes in language related to SB 375/sales tax measures and climate change, which staff has drafted. Board Member Patterson requested the inclusion of the "Green Corridor Program" with regard to the movement of goods along corridors, about which the Board requested more information. Board Chair Sperring requested staff research the issue first and provide some analysis the board could consider before acting on the proposal.

The "California Green Trade Corridor at the Ports of Oakland, Stockton and West Sacramento, California" project is an application by the Ports of Oakland, Stockton and West Sacramento, made under the Transportation Investment Generating Economic Recovery (TIGER) section of the American Reinvestment and Recover Act. The application is to provide for shore-based power to ships in port, since ship-based auxiliary generators are typically high-pollutant engines; and, to move containers by barge between the three ports, thereby taking traffic off of I-80 and I-680/580. The port-to-port shipment of containers is expected to take more than one thousand truck trips a week off of the freeway system. Barge traffic on the Sacramento River is only expected to result in two additional operations of the Rio Vista Bridge per week. Since the "California Green Trade Corridor" is a grant application and not a proposed bill or policy, staff recommends not adding it to the STA's Legislative Priorities and Platform.

The deadline for comments is not until November 13, 2009. As of the date of the drafting of this staff report, no additional comments have been received. The Final Draft 2010 Legislative Platform and Priorities (Attachment A) includes consideration of those comments which had been received by the writing of this report. If future comments need to be incorporated into the Priorities and Platform, staff will provide that information at or before the Board meeting on November 18, 2009. The TAC is also scheduled to review the Final Draft document at their meeting on the same day, November 18<sup>th</sup>.

**Recommendation:**

Approve the STA Final Draft 2010 Legislative Priorities and Platform, as specified in Attachment A.

Attachment:

- A. STA's Final Draft 2010 Legislative Priorities and Platform



# Solano Transportation Authority

## **FINAL DRAFT 2010 Legislative Priorities and Platform**

*(For Consideration by STA Board on 11/18/09)*

### 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.

# FINAL DRAFT 2010 STA Legislative Priorities and Platform

(For Consideration by STA Board on 11/18/09)

7. Support or 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. Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Ensure that local Sustainable Communities Strategies (SCS) are included as part of the development of regional SCS. ~~Pursue and support opportunities to exempt projects funded by local sales tax measures from the provisions of SB 375 (Steinberg).~~
- ~~9.~~10. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local sales tax measures from the provisions of SB 375 (Steinberg).
- ~~10.~~11. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
- ~~11.~~12. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transportation.
- ~~12.~~13. Monitor any new bridge toll proposals, support the implementation of projects funded by Regional Measure 2 (RM 2) and AB 1171.
- ~~13.~~14. 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 and regional policy ~~confirming in the California Vehicle Code that provide~~ qualified Commuter Carpools and Vanpools with reduced ~~receive free tolls on toll facilities passage across toll bridges 24 hours a day as stated in Caltrans Bridge Toll Policy~~ an incentive to encourage and promote ridesharing.
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

# FINAL DRAFT 2010 STA Legislative Priorities and Platform

(For Consideration by STA Board on 11/18/09)

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)
7. Support or 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)
- ~~2.3.~~ Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Ensure that local Sustainable Communities Strategies (SCS) are included as part of the development of regional SCS. (Priority #9)
- ~~3.4.~~ Monitor proposals and, where appropriate, Pursue and support opportunities efforts to exempt projects funded by local sales tax measures from the provisions of SB 375 (Steinberg). (Priority #~~9~~10)
- ~~4.5.~~ 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.
- ~~5.6.~~ Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
- ~~6.7.~~ Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
- ~~7.8.~~ Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
- ~~8.9.~~ Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
- ~~9.10.~~ Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

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*(For Consideration by STA Board on 11/18/09)*

- | ~~40.~~11. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels. *(Priority #~~40~~11)*
- | ~~41.~~12. 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.
- | ~~42.~~13. Support federal climate change legislation that provides funding from cap and trade programs to local transportation agencies for public transportation.
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(For Consideration by STA Board on 11/18/09)

## 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 recently passed and anticipated follow-up legislation~~ve~~ and regulatory proposals related to management of 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.

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## 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~~12*)
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~~14*)
12. Support ~~ongoing~~ efforts to quickly enact legislation that~~protect and enhance federal funding as~~ reauthorized ~~sd 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~~Support 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.~~

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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 time savings to environmental clearance processes for transportation projects.

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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.

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(For Consideration by STA Board on 11/18/09)

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 # 123)

### 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.

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*(For Consideration by STA Board on 11/18/09)*

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.