



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**10:00 a.m., Wednesday, April 28, 2010
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Jeff Matheson, Chair
II. APPROVAL OF AGENDA (10:05 – 10:10 a.m.)	
III. OPPORTUNITY FOR PUBLIC COMMENT (10:10 – 10:15 a.m.)	
IV. REPORTS FROM STA STAFF AND OTHER AGENCIES (10:15 – 10:25 a.m.)	Vanessa Fortney, Solano Office of Education
• Homeless Youth and Transit	
V. CONSENT CALENDAR <i>Recommendation: Approve the following consent items in one motion.</i> (10:25 – 10:30 a.m.)	
A. Minutes of the Consortium Meeting of February 24, 2010 <i>Recommendation: Approve Consortium Meeting Minutes of February 24, 2010. Pg. 1</i>	Johanna Masielat

CONSORTIUM MEMBERS

<u>Rob Sousa</u>	<u>Jeff Matheson</u>	<u>George Fink</u>	<u>John Andoh</u>	<u>Brian McLean</u>	<u>Jeanine Wooley</u>	<u>Paul Wiese</u>
Benicia Breeze	Chair Dixon Readi-Ride	Vice-Chair Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	County of Solano

B. Safe Routes to Transit Plan Scope of Work

Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to issue a Request for Qualifications and enter into a Consultant Contract for Safe Routes to Transit Plan based upon the Scope of Work in Attachment A.

Pg. 5

VI. ACTION – FINANCIAL ITEMS

A. Intercity Transit Funding Agreement Fiscal Year (FY) 2010-11

Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to:

- 1. Approve the Transit Operating RM 2 Funding Plan as shown on Attachment B;*
- 2. Approve the FY 2010-11 Cost-Sharing Intercity Transit Funding Agreement amounts as shown on Attachment C; and*
- 3. Authorize the Executive Director to enter into a funding agreement with the seven local funding partners.*

(10:30 – 10:35 a.m.)

Pg. 9

B. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – May 2010

Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – May 2010 as shown in Attachment A.

(10:35 – 10:40 a.m.)

Pg. 15

VII. ACTION – NON-FINANCIAL ITEMS

A. Approval of STA's Overall Work Plan (OWP) for Fiscal Year s (FY) 2010-11 and 2011-12

Daryl K. Halls

Recommendation:

Forward a recommendation to the STA Board to approve the STA's Fiscal Year (FY) 2010-11 and FY 2011-12 Overall Work Program (OWP) as specified in Attachment A.

(10:40 – 10:45 a.m.)

Pg. 19

B. Intercity Transit Ridership Study

Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to approve the 2009 Intercity Transit Ridership Study Reports.

(10:45 – 10:50 a.m.)

Pg. 25

- C. Unmet Transit Needs Comments for FY 2010-11** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the following:
1. *The FY 2010-11 Unmet Transit Needs response as specified in Attachment B; and*
 2. *Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.*
- (10:50 – 10:55 a.m.)
Pg. 27

VIII. INFORMATIONAL ITEMS

- A. Summary of Local Transportation Funding Options** Daryl Halls
Informational
(10:55 – 11:00 a.m.)
Pg. 35
- B. Solano Senior and Disabled Advisory Committee Update** Elizabeth Richards
Informational
(11:00 – 11:05 a.m.)
Pg. 53
- C. SNCI Monthly Issues** Judy Leaks
Informational
(11:05 – 11:10 a.m.)
Pg. 55

NO DISCUSSION

- D. STA Board Meeting Highlights of April 14, 2010** Johanna Masielat
Informational
Pg. 59
- E. STIA Board Meeting Highlights of April 14, 2010** Johanna Masielat
Informational
Pg. 65
- F. STA Funding Opportunities Report** Sara Woo
Informational
Pg. 67

IX. INTERCITY TRANSIT OPERATIONS DISCUSSION Group

X. LOCAL TRANSIT ISSUES

XI. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, May 26, 2010.**

THIS PAGE LEFT INTENTIONALLY BLANK.



INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
February 24, 2010

I. CALL TO ORDER

Vice Chair Matheson called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 10:00 a.m. in the Solano Transportation Authority Conference Room.

Consortium Present:	Jeff Matheson	Dixon Read-Ride, Vice Chair
	George Fink	Fairfield and Suisun Transit
	John Andoh (By Phone)	Rio Vista Delta Breeze
	Brian McLean	Vacaville City Coach
	Jeanine Wooley	Vallejo Transit
	Matt Tuggle	County of Solano

Also Present:

Elizabeth Richards	STA/SNCI
Liz Niedziela	STA/SNCI
Judy Leaks	STA/SNCI
Robert Guerrero	STA
Johanna Masiclat	STA

Others Present: *(In Alphabetical Order by Last Name)*
None.

II. APPROVAL OF AGENDA

On a motion by Brian McLean, and a second by George Fink, the Solano Express Intercity Transit Consortium approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Elizabeth Richards provided an update on the following:

- Translink
- California Transit Initiatives Training Workshop (Tuesday, March 9, 2010) in Sacramento
- Intercity Transit Ridership Survey Results
- FY 2010-11 Unmet Transit Needs Update

V. CONSENT CALENDAR

On a motion by Brian McLean, and a second by Jeanine Wooley, the Solano Express Intercity Transit Consortium unanimously approved consent calendar item A and B.

A. Minutes of the Consortium Meeting of January 27, 2010

Recommendation:

Approve Consortium Meeting Minutes of January 27, 2010.

B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – March 2010

Recommendation:

Forward a recommendation to the STA Board to approve the March 2010 TDA Matrix which includes the City of Benicia's TDA claim.

VI. ACTION NON FINANCIAL ITEMS

A. SolanoExpress Intercity Transit Consortium 2010 Work Plan

Elizabeth Richards presented the 2010 SolanoExpress Intercity Transit Consortium that includes a number of key local and regional transit planning activities and projects that the Consortium is interested in being involved. She cited the implementation of a countywide electronic fare card for use by Solano transit operators has been included in the 2010 Work Plan.

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2010 Work Plan as shown on Attachment B.

On a motion by Brian McLean, and a second by George Fink, the Solano Express Intercity Transit Consortium approved the recommendation.

B. Solano Senior and Disabled Transportation Study Update

Elizabeth Richards identified the additional funding to supplement the original amount dedicated for the study; a total of \$70,000. She indicated that the additional funds will allow significant public outreach that the project will require. She reviewed the preliminary draft scope of work for the Solano Senior and Disabled Transportation Study.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft Senior and Disabled Transportation Study Scope of Work as specified in Attachment A.

On a motion by Brian McLean, and a second by George Fink, the Solano Express Intercity Transit Consortium approved the recommendation.

C. Comprehensive Transportation Plan (CTP) – Adoption of Transit Goal Gap Analysis, Project List and Transit Facilities of Regional Significance Modifications

Robert Guerrero reviewed the development of the Goal Gap Analysis that helps identify where Solano County is having success in meeting the CTP goals, as well as where a goal or is otherwise not yet being fully implemented. He also reviewed the comments received from the Cities of Benicia and Rio Vista which are contained in the amended CTP Project List. He added that the Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC) have completed their review and ranking of projects at their Committee meetings on February 17 and 18, 2010. He cited that staff will distribute the recommendations made to the CTP Project List.

After discussion, the Consortium made the following modifications to the CTP Project List:

- *Item# 193 - Remove from the list the Expand Fairfield Transportation Center*
- *Item #106 – Change the Agency from Vacaville to “Multi-Agency” under the Accessible Taxi Vehicles (Capital)*
- *and #107, - Change the Agency from Vacaville to “Multi-Agency” under the Accessible Taxi Program (Operations)*

Recommendation:

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

1. Transit Element Goal Gap Analysis contained in Attachment A;
2. Alternative Modes Goal Gap Analysis contained in Attachment B;
3. Amended Transit Facilities of Regional Significance (TFORS) criteria and adding TFORS facilities identified in Attachment D; and
4. CTP project list included as Attachment E.

On a motion by Brian McLean, and a second by George Fink, the Solano Express Intercity Transit Consortium approved the recommendation to include the modifications listed shown above in *bold italics*.

VII. INFORMATION ITEMS

A. Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2010-11 Fund Estimates

Elizabeth Richards reported that the new TDA and STAF FY 2010-11 revenue projects are being approved by MTC’s Programming and Allocations Committee (PAC) scheduled for Commission on February 24, 2010. She noted it would be highly unusual for the estimate to change at this point.

B. Discussion of FY 2010-11 Intercity Transit Funding (ITF) Agreement

Elizabeth Richards initiated a discussion on the first step in developing the FY 2010-11 agreement to determine how the intercity routes funded through the FY 2009-10 ITF agreement are performing at mid-year. She distributed information on SolanoExpress Intercity Transit Service Quarterly Monitoring Report (FY 2009-10 Budget vs. Estimated or Actual Revenue Hours, Ridership, Fare Revenue, and Cost).

C. 10-Year Transit Fleet and Minor Transit Capital Investment Plan Update

Elizabeth Richards reviewed and discussed the latest versions of the preliminary Minor Transit Capital Project List and the preliminary Transit Fleet List. She stated that in the next few months, STA staff will work with transit operator staff to update these lists and priorities in preparation for upcoming funding opportunities.

D. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2009-10 Mid-Year Report

Judy Leaks provided a mid-year report on the SNCI Program for FY 2009-10. She highlighted the accomplishments during an active and productive first six months of FY 2009-10. The accomplishments highlighted were: 1.) 3rd Annual Countywide Solano Commute Challenge; 2.) Ridership Maintenance and Support for over 174 Vanpools; and 3.) a New Vanpool Driver Incentive Program.

E. SNCI Monthly Issues

Judy Leaks provided an update to the Consortium on transit schedule status, marketing, promotions, and events.

NO DISCUSSION

F. Funding Opportunities Summary

X. INTERCITY TRANSIT OPERATIONS DISCUSSION

XI. LOCAL TRANSIT ISSUES

XII. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, March 31, 2010.**



DATE: April 20, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Safe Routes to Transit Plan Scope of Work

Background:

The Solano Transportation Authority (STA) adopted a Safe Routes to School (SR2S) plan in 2007, and a SR2S program in 2008. In 2009, STA staff identified the need to create a Safe Routes to Transit (SR2T) plan. The STA Board has also adopted the Solano Bicycle Master Plan and the Solano Pedestrian Master Plan, and has initiated the update of each of these plans (completion planned for the second half of 2010).

In 2008, the STA Board initiated an update of the Comprehensive Transportation Plan (CTP). One part of the CTP update was the identification of Transportation Facilities of Regional Significance; those facilities that support ridesharing (such as park and ride lots), intercity bus routes with peak hour headways of 1 hour or less, and rail and ferry terminals. The CTP does not provide policy direction for local transit services.

Discussion:

Solano County is slated to build several new and/or expand several existing transit centers over the next five years. The purpose of the SR2T Plan will be to improve access for bicyclists, pedestrians and disabled individuals to Transit Facilities of Regional Significance (TFORS). The SR2T Plan will do so by identifying safety barriers resulting from above-average rates of accidents, above-average crime rates, and/or physical obstacles, and by providing a standardized projects and programs that can be used to reduce accident or crime rates and/or remove physical barriers. The SR2T Plan findings can then be used in the development of site-specific improvement plans for TFORS.

Safe Routes to Transit is in some ways a parallel program to SR2S; it encourages healthy walking and bicycling activities by increasing safe access to transit centers, it involves multiple providers, and initial projects or programs can be used as examples for future implementation. In the case of SR2T, it also promotes the use of transit services (including rideshare, intercity buses, rail service and ferry service), which in turn provides for lessened congestion and improved air quality. However, SR2S has a follow-up Program that delivers specified educational and encouragement programs and engineering improvements; no such program is anticipated for SR2T. Instead, the SR2T findings and standardized solutions, along with the results of processes such as the Metropolitan Transportation Commission's Transit Connectivity Plan or a city's Priority Development Area implementation plan, can be incorporated into station-specific improvement programs.

While the ultimate goal of the SR2T Plan is to identify physical improvement projects and programs that will improve the safety of access to transit centers, the initial steps involve gathering data. The STA currently lacks a comprehensive database of accidents, crimes and unimproved accessways in the vicinity of transit centers. The proposed scope of work would hire a consultant to work with all 7 cities and the county to develop a comprehensive database of these obstacles to safe access to transit. The initial database would cover the time period from January 1, 2000 to June 30, 2010. The database would be expandable, so that new data can be added in future years. The data would also be formatted in a manner to allow accidents, crimes or obstacles to be plotted on the STA Geographic Information System (GIS). The database and GIS files would be provided to the STA member agencies, and to interested regional agencies such as the Metropolitan Transportation Commission (MTC).

Once the consultant completes the accident, crime and obstacle database, STA will use internal staff resources to develop a SR2T Plan, identifying projects and programs that can reduce or remove barriers to encourage the use of transit. Depending upon the cost of the consultant proposals received, STA may negotiate for additional work to develop standardized facility improvements.

The SR2T data and plan will only address Transit Facilities of Regional Significance. Since most rideshare users do not access park-and-ride facilities by bicycle, it is expected that most future SR2T improvements will focus on bus, train and ferry terminals. These facilities are often co-located with Priority Development areas (PDAs) designated by the Association of Bay Area Governments, so SR2T investments may be able to leverage funds directed to PDAs.

Although the SR2T plan will focus on Transit Facilities of Regional Significance, the information and database may provide a starting point for local jurisdictions to produce a SR2T plan for local transit services.

Fiscal Impact:

The STA budget for Fiscal Year (FY) 2009-10 designates \$10,000 for Safe Routes to Transit; the FY 2010-11 budget provides \$30,000 for Safe Routes to Transit. It is expected that initial consultant work will commence before the end of FY 2009-10, with the majority of the work being completed in FY 2010-11.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive to issue a Request for Proposal and enter into a Consultant Contract for Safe Routes to Transit Plan based upon the Scope of Work in Attachment A.

Attachment:

- A. Safe Routes to Transit Consultant Scope of Work

Safe Routes to Transit
Consultant Scope of Work

The Solano Transportation Authority (STA) wishes to hire a consultant to assist in the development of a Safe Routes to Transit (SR2T) plan. The purpose of the SR2T Plan will be to improve access for bicyclists, pedestrians and disabled individuals to Transit Facilities of Regional Significance (TFORS). The SR2T Plan will do so by identifying safety barriers resulting from above-average rates of accidents, above-average crime rates and/or physical obstacles, and by providing standardized projects and programs that can be used to reduce accident or crime rates and/or remove physical barriers. The SR2T Plan findings can then be used in the development of site-specific improvement plans for TFORSs.

The TFORS consist of bus, rail and ferry terminals (10 existing, 2 proposed) and park-and-ride lots (10 existing, 6 proposed). The Plan will not gather data for transit facilities that are not identified as TFORS.

The consultant will primarily be responsible for gathering and organizing data related to safety in the area of identified by the STA. The data will cover the time period from January 1, 2000 to June 30, 2010. Depending upon the cost of the initial consultant contract, the STA may chose to have the consultant identify either general or site-specific recommendations to improve safety for each TFORS.

- A. The STA will provide the selected Consultant with the following:
 - 1. List of all TFORS, including both existing and proposed facilities.
 - 2. A list of all streets and paths within a ½ mile radius of each TFORS.
 - 3. A contact name, phone number and e-mail for each jurisdiction having identified TFORS.

- B. The Consultant will perform the following tasks:
 - 1. Gather all available accident and safety data for the streets and paths identified in A.2. This will include:
 - a. Traffic accidents, with a special emphasis on identifying incidents involving pedestrians and bicyclists.
 - b. Crimes against persons.
 - 2. Identify barriers to safe access to or use of identified TFORS, including:
 - a. High incidents of accidents involving pedestrians or cyclists.
 - b. High incidents or clusters of criminal activity.
 - c. Physical barriers or deteriorated infrastructure that restrict access to TFORS
 - 3. A list of all incidents or barriers identified in B.1 and B.2 above, including a unique identification number. The list shall be designed so that it can be stored in a searchable database, can be expanded to include future-year incidents and/or barriers, and can be incorporated into the STA's Geographic Information System (GIS).

C. The timeframe for completing the tasks are:

1. The STA will provide the information specified in Task A within 30 days of execution of the consultant contract.
2. The Consultant will complete collection of the data specified in Tasks B.1 and B.2 within 60 days of receipt of the Task A information from STA. STA staff will have 30 days to review and approve the data.
3. The Consultant will provide a draft database of incidents and barriers as required in Task B.3 within 30 days of STA's acceptance of the Task B.1 and B.2 data. STA staff will have 30 days to review and approve the data.

D. Additional Tasks

1. STA may negotiate with the selected consultant for the development of standardized projects that can improve safety for TFORS, such as vehicle/pedestrian or vehicle/bicyclist sight distance diagrams, lighting and landscaping standards or roadway crossing location and signage.



DATE: April 19, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Funding Agreement Fiscal Year (FY) 2010-11

Background:

In June 2006, the Solano Transportation Authority Board authorized the development of an Intercity Transit Funding Agreement (ITF) for Fiscal Year (FY) 2006-07. This Agreement was the result of the work of the ITF Working Group comprised of representatives from STA, Solano County, and each city in Solano County.

Initially the ITF Working Group focused on development of a uniform methodology for shared funding of intercity transit services. However, rising costs and potential service changes broadened the scope of the ITF Working Group to include service coordination and streamlining services along parallel routes. Service changes to the intercity route structure and operation were agreed upon and implemented in early FY 2006-07. In the FY 2007-08 ITF Agreement further service changes were proposed and were fully implemented in FY 2008-09.

The FY 2007-08, FY 2008-09, and FY 2009-10 ITF Agreements addressed funding for seven major intercity routes. Meetings have been held to work on the FY 2010-11 ITF Agreement in order to have it in place prior to the beginning of the fiscal year and to guide the preparation of Transportation Development Act (TDA) claims by the individual jurisdictions.

Given the projected declining TDA funds in FY 2010-11 and the suspension of State Transit Assistance Funds (STAF) in FY 2009-10 which had previously helped support intercity routes, concerns have been raised about how much intercity transit service the county can afford. Some operators expressed concern about their ability to maintain their level of contribution in the future.

Discussion:

In preparation for the FY 2010-11 ITF Agreement, STA staff and the transit operators met in March and April 2010. The two intercity transit operators (Fairfield and Vallejo) prepared their Cost Allocations Models and their FY 2009-10 monitoring reports. These have been reviewed by the ITF Working Group and STA staff along with the FY 2008-09 year-end data that is used to reconcile that year in conjunction with the preparation of the FY 2010-11 ITF.

Overall, the seven routes covered by the Agreement are projected to cost \$9,176,865; this is a decrease of nearly \$600,000 from FY 2009-10. Passenger fares are projected to cover \$3.3 million of the costs. Regional Measure 2 (RM 2) funds (\$1,934,875) have been the other major on-going funding source for intercity routes. The RM 2 funds have been strategically distributed among the five qualifying routes consistent with previous years and as approved by the Metropolitan Transportation Commission (MTC), who approves the RM 2 allocations, subject to approval by the STA Board. Approval is sought on the attached RM 2 funding plan as shown on Attachment B.

In FY 2009-10, a new significant funding source became available through the Federal ARRA (Americans Recovery and Reinvestment Act, also known as Economic Stimulus) for preventive maintenance (PM) received by the intercity transit operators. These were applied proportionally to reduce the TDA contributions required from all the funding partners. In total, the intercity routes will benefit from the PM funds by the amount of \$936,943 in FY 2010-11. The group recognizes that these are short-term, and not on-going funds that will stabilize intercity service for the next two years, but there remains concern on how the current level of intercity service can be funded in the long-term. The STA and funding partners will continue to monitor the performance of these seven routes under the ITF Agreement.

The initial FY 2010-11 contributions are calculated by an agreed upon formula: 20% population share and 80% ridership by residence. The only exception to this is the County which is based on a population share only (4.72%). The ridership by residence values are determined by an on-board survey conducted by the STA that is to be updated every three years. The first survey was conducted in the Fall of 2006. In the Fall of 2009 this data was collected again (see separate Consortium report) and is being used in the ITF formula for FY 2010-11. The 2006 and 2009 rider residence data by route is show on Attachment A.

Despite the financial gains and losses in FY 2010-11, the local jurisdictions' contributions calculated by the cost-sharing formula are slightly less or fairly equal to the FY 2009-10 contributions. The total contributions for all jurisdictions take into account reconciliation of the FY 2008-09 ITF Agreement. See Attachment C for a summary of the proposed FY 2010-11 contributions and a comparison with the previous two years' contributions. These have been reflected in the proposed May 2010 TDA matrix in a separate Consortium agenda item.

Fiscal Impact:

The Intercity Transit Funding Agreement will identify funding for major intercity services in FY 2010-11.

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the Transit Operating RM 2 Funding Plan as shown on Attachment B;
2. Approve the FY 2010-11 Cost-Sharing Intercity Transit Funding Agreement amounts as shown on Attachment C; and
3. Authorize the Executive Director to enter into a funding agreement with the seven local funding partners.

Attachments:

- A. Residence of Intercity Route Riders Comparison
- B. FY 2010-11 RM 2 Transit Operating Funding Plan
- C. Proposed FY 2010-11 Intercity Transit Funding Agreement Cost-Sharing

RESIDENCE OF INTERCITY ROUTE RIDERS COMPARISON

	Fairfield and Suisun Transit Routes						Vallejo Transit Routes							
	Route 20		Route 30		Route 40		Route 90		Route 78		Route 80		Route 85	
	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009	2006	2009
		114		113		82		386		210		713		384
Benicia	0.00%	0.00%	5.66%	0.00%	1.25%	1.25%	0.00%	0.22%	56.02%	46.68%	2.88%	2.80%	1.48%	1.29%
Dixon	0.00%	0.00%	22.64%	17.90%	2.50%	2.49%	0.82%	0.99%	0.00%	0.00%	0.00%	0.00%	1.48%	0.00%
Fairfield	27.27%	39.49%	32.08%	30.39%	35.00%	46.32%	64.34%	60.31%	2.09%	1.91%	6.03%	4.62%	36.09%	33.14%
Suisun City	4.55%	7.86%	3.77%	6.24%	15.00%	23.10%	16.39%	20.18%	0.00%	1.46%	1.37%	1.12%	9.17%	4.47%
Vacaville	66.67%	50.00%	28.30%	35.69%	46.25%	24.35%	18.03%	18.08%	0.00%	0.90%	0.96%	1.40%	4.14%	3.41%
Vallejo	1.52%	2.65%	7.55%	9.78%	0.00%	2.49%	0.41%	0.22%	40.84%	49.04%	88.77%	90.07%	47.63%	57.70%

THIS PAGE LEFT INTENTIONALLY BLANK.

**FY 2010-11 RM 2 TRANSIT OPERATING
FUNDING PLAN**

RM-2 and STAF Northern Counties Share			
FY 2010-11			
Operator	Route	RM-2	STAF
Fairfield and Suisun Transit	20	--	--
Fairfield and Suisun Transit	30	--	--
Fairfield and Suisun Transit	40	\$184,072	\$0
Vallejo Transit	78	\$510,226	\$0
Vallejo Transit	80	\$511,873	\$0
Vallejo Transit	85	\$201,741	\$0
Fairfield and Suisun Transit	90	\$526,963	\$0
TOTAL		\$1,934,875	

**SOLANO TRANSPORTATION AUTHORITY
FY 09-10 SOLANO EXPRESS COST SHARING**

Comparison of FY 08-09, FY 09-10, and FY 10-11 Funding Contributions

	FY 08-09 Baseline	FY 08-09 Net Due With Reconciliation	FY 09-10 Baseline	FY 09-10 Net Due With Reconciliation	FY 10-11 County at 4.72%, new RM2	FY 10-11 Net Due With Reconciliation
Benicia	\$ 318,653	\$ 307,724	\$ 242,777	\$ (49,151)	\$ 165,346	\$ 65,660
Dixon	\$ 104,879	\$ 87,023	\$ 100,382	\$ 87,571	\$ 72,157	\$ 51,773
Fairfield	\$ 873,728	\$ 869,786	\$ 768,862	\$ 749,861	\$ 723,775	\$ 421,387
Rio Vista	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Suisun City	\$ 217,678	\$ 217,678	\$ 193,695	\$ 145,323	\$ 223,367	\$ 147,290
Vacaville	\$ 548,086	\$ 322,825	\$ 540,743	\$ 452,870	\$ 436,902	\$ 310,278
Vallejo	\$ 1,583,654	\$ 1,583,654	\$ 967,955	\$ 945,209	\$ 916,890	\$ 131,324
Balance of County	\$ 133,900	\$ 94,173	\$ 138,051	\$ 138,051	\$ 125,844	\$ 125,844



DATE: April 19, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – May 2010

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA.

The new TDA and STAF FY 2010-11 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2010 as required by State statute.

After multiple years of growth, Solano TDA revenue has begun to decline. The last two years, the original TDA revenue estimate for FY 2008-09 was adjusted downward approximately 2% for a new countywide total of \$15,687,940 for local jurisdictions. The initial projection for FY 2009-10 Solano TDA (\$14,585,193) was 7% lower than the lowered FY 2008-09 TDA estimate. The proposed FY 2009-10 Solano TDA estimate is 10.5% lower than the original estimate bringing the countywide total to \$13,058,424. The initial projection for FY 2010-11 is that there will be no increase in TDA from this new lowered FY 2009-10 estimate. The initial estimate is shown on the Solano FY 2010-11 TDA matrix (Attachment A).

The FY 2010-11 TDA fund estimate includes FY 2009-10 commitments through December 31, 2009. For jurisdictions that had claims processed toward the end of the calendar year or in early 2010, has been recommended to be cautious in using the ‘available for allocation’ estimates without a further in-depth review of the allocations that may or may not have been taken into account. STA staff has some of this information to share.

MTC is required to use County Auditor estimates for TDA revenues. TDA is generated from a percentage of countywide sales tax and distributed to local jurisdictions based on population share. Given the economic downturn, sales tax and TDA have decreased and will remain suppressed until the economy improves. Staff reemphasizes that these TDA figures are revenue *estimates*. With the existing fiscal uncertainty, the TDA amounts are not guaranteed and should not be 100% claimed to avoid fiscal difficulties if the actual revenues are lower than the projections.

Discussion:

The TDA matrix is developed to guide MTC as they review allocations from Solano jurisdictions and to prevent any jurisdictions' TDA balances being over-subscribed. Tracking various allocations is essential given the amount of cross claiming of TDA in Solano for various shared cost transit services. Solano's major intercity routes are funded through an Intercity Transit Funding (ITF) Agreement that is updated each year. This is one of the major services shared by multiple jurisdictions. The Intercity Transit Funding shares for FY 2010-11 have been agreed to by staff for the partnering agencies. Approval of the new Intercity Transit Funding Agreement is indicated with a separate staff report.

The other major service shared by multiple operators is the new intercity taxi program. The City of Vacaville is coordinating the purchase of taxi scrip and covers this purchase by claiming TDA from the other jurisdictions in the amounts they have agreed to.

A new category has been added to the TDA Matrix for the first time: Adjustments to the Project Carryover. As background, MTC projects the amount of TDA carryover from FY 2009-10 to FY 2010-11 based on allocations processed through December 31st. This covers the vast majority of allocations and offers a fairly accurate status of the projected carryover. Solano, this year, had a couple of sizeable allocations totaling over \$1million that did not occur before December 31st and should be taken into account when projecting the total TDA balance of funds available for programming in FY 2010-11. Therefore, this column has been added.

The ITF amounts proposed for intercity transit funding, intercity taxi program and carryover adjustments have been added to the May version of the TDA matrix. As jurisdictions prepare their TDA claims, the TDA matrix will be updated and brought through the committees and the Board for approval.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – May 2010 as shown in Attachment A.

Attachment:

- A. FY 2010-11 TDA Matrix – May 2010 (An enlarged color copy has been provided to the committee members under separate enclosure and is available upon request by contacting the STA at (707) 424-6075.)

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: April 20, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: Approval of STA's Overall Work Plan (OWP) for Fiscal Years (FY)
2010-11 and 2011-12

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2009-10 and FY 2010-11 includes a list of 42 priority projects, plans and programs.

The State Budget crisis continues to overshadow transportation funding in California. Last year, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF). In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). This past year, the U.S. Congress continued to forestall a decision on the composition and scope of the federal authorization bill. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Program.

Despite the impacts of the current State fiscal crisis, the STA has continued to work productively with the County's seven cities, the County of Solano, Caltrans, MTC, the Capitol Corridor, and others to implement the priority plans, projects and programs identified in this OWP. The loss and/or delay of State funding is projected to particularly impact the STA's ability to plan for and conduct project development activities for priority projects. Over the past five years, the agency has dedicated a significant amount of time to analyzing and evaluating a range of transportation issues, obstacles, and options for improving Solano County's transportation system. The emphasis in the timeframe of 2000 to 2005 was to complete a variety of planning studies, including the Comprehensive Transportation Plan, initiating various corridor studies, and identifying a handful of priority projects to fund and advance into construction. The last five years, STA began to focus on project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved a modification to the STA's Joint Powers Agreement that updated the planning, project delivery and program management responsibilities of the agency, and specifically authorizes the STA to undertake right of way functions for specified priority projects, such as the North Connector, the Jepson Parkway, State Route (SR) 12 Jameson Canyon, and the I-80 Truck Scales Relocation Project. STA managed programs include Solano Napa Commuter Information (SNCI), Solano Safe Routes to

Schools, Solano Abandon Vehicles Abatement (AVA) Program, the Lifeline Program (targeted for lower income communities), and Transportation Planning and Land Use Solutions (T-Plus).

At the TAC meeting in March, staff provided a status of the current OWP and a draft of the proposed OWP for FY 2010-11 and 2011-12. This item was also presented to the STA Board on April 14, 2010 as an information item.

Discussion:

Attached is the STA's OWP for FY 2010-11 and 2011-12. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities,

PROJECT DELIVERY/ NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2009-10 and FY 2010-11, the following OWP projects are currently fully funded and are under construction or are projected to be under construction during the next two to three years.

- I-80 SHOPP Projects
- North Connector East Project
- SR 12 East Safety Projects – Suisun City to SR 113
- SR 12 Jameson Canyon Widening
- I-80 Eastbound Cordelia Truck Scales Relocation and Upgrade
- Travis AFB Access Improvements – South Gate
- SR 12 East Safety Projects – SR 113 to Rio Vista

Two of the highway related projects are being conducted in project development partnerships with Caltrans.

In addition, STA has two projects that it is continuing to advance through the project development process and is currently seeking funding for their specific phase, but the project may be impacted by any delay in the allocation of funds by the CTC. These projects are slated to begin construction in the next two to five years if they remain on schedule.

- Jepson Parkway Project – Vanden Segment
- Next phase of I-80/I-680/SR 12 Interchange

There are several projects that are currently in the project development phase with that phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Environmental document for full interchange and design for next phase
- Express Lanes (HOT Lanes) – Preliminary Engineering for Initial Two Segments
- Fairgrounds Access Project – Environmental Document
- Travis AFB Access Improvements – North Gate
- SR 12/Church Road Improvements

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the proposed two year budget.

- I-80 HOV Lanes Project –SR 37 to Carquinez Bridge
- I-80 HOV Lanes Project – Air Base Parkway to I-505
- Jepson Parkway – remaining phases
- North Connector – West Segment
- Peabody Road
- Park Blvd. Overcrossing

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities are delivering the projects.

Two of these projects have phases fully funded and are currently under construction.

- Vacaville Intermodal Station – Phase 1
- Vallejo Station – Transfer Station
- Vallejo Station – Phase A

Three additional projects have phases fully funded or nearly funded and expect to be under construction in two to five years.

- Fairfield Vacaville Rail Station – Phase 1
- Transit Center at Curtola/Lemon Street – Phase 1
- Benicia Park-and-Ride Lots

Several of these projects are initial phases of larger planned projects that are not fully funded. The larger, long range transit centers are as follows:

- Vallejo Station – Phase B
- Vacaville Intermodal Station – Phase 2
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phases 2 and 3

STA PLANNING ACTIVITIES

The following planning studies are underway and funded in the currently proposed budget:

- Regional Traffic Impact Fee (RTIF) Study
- Comprehensive Transportation Plan Update
- Implementation of Two Recommendations of Countywide Transit Consolidation Study – Benicia-Vallejo and Interregional Transit Service
- Community Based Transportation Planning (CBTP) – Fairfield East and Vacaville
- Rio Vista Bridge Study
- SR 12 Major Investment Study (MIS)

The update of the STA's Comprehensive Transportation Plan (CTP) is expected to be a large undertaking with a number of individual studies and plan updates grouped under the CTP. These include the following individual studies that are currently funded as part of the proposed budget:

- Safe Routes to Transit
- Countywide Bike Plan Update
- Countywide Pedestrian Plan Update
- Countywide TLC Update and Identification of Project Development Areas
- Safe Routes to Schools Plan Update – Increasing Number of Schools from 10 to 60
- Senior and Disabled Transportation Plan Update
- Solano Rail Crossings Study

The following plans are not currently funded in the proposed budget.

- SR 29 Major Investment Study
- Solano Water Passenger Service Study
- Intercity Transit Operations Plan
- Emergency Responders and Disaster Preparedness Study

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program
- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs
- Implementation of Countywide Bicycle Plan Priority Projects
- Countywide Pedestrian Plan and Implementation Plan
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)

Prior to the STA's development of its FY 2010-11 & 2011-12 budget, staff has agendized the development of the updated OWP for a recommendation by the TAC and Consortium this month in preparation for adoption of the OWP at the May STA Board meeting.

Adoption of the updated OWP will then guide the Board and staff in the development of the FY 2010-11 and 2011-12 Budget scheduled for consideration in June 2010.

At their board meeting of April 14, 2010, the STA Board unanimously approved a recommendation from the State Transportation Improvement Authority (STIA) Board regarding the additional evaluation of a series of seven new revenue options.

Specifically, this included adding to the OWP a Public Private Partnership Feasibility Study focused on several new and/or expanded transit centers. This item has been added to the recommended OWP since the last TAC meeting.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's Fiscal Year (FY) 2010-11 and FY 2011-12 Overall Work Program (OWP) as specified in Attachment A.

Attachments:

- A. STA OWP for FY 2010-11 & FY 2011-12 (Amended by STA Board on April 14, 2010) – (To be provided to the Consortium Members under separate enclosure).

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: April 19, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Ridership Study

Background:

The seven major intercity transit routes that serve Solano County are operated by the two largest transit operators in the County: Fairfield and Suisun Transit (FAST) and Vallejo Transit (VT). Although operated by two transit operators, they are funded by contributions from six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo) and the County of Solano, and Regional Measure 2 (RM 2) funds determined by the STA Board.

The STA has been working with local jurisdictions through the Intercity Transit Funding Working Group (ITFWG) over the past several years and developed an Intercity Transit Funding (ITF) Agreement to stabilize the funding for these services. The Fiscal Year (FY) 2009-10 ITF Agreement is the fourth annual agreement that has been approved. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20%). An initial ridership survey was conducted in the fall of 2006 and the agreements established that the ridership data will be updated every three years, thus a ridership survey needed to be conducted in the Fall of 2009.

The original ridership survey was extensive. To meet multiple needs other than just the ITF Agreement, the 2006 Ridership Survey consisted of a countywide on-board survey on all local and intercity routes as well as off and on counts. This was the first time this extensive data was captured simultaneously countywide.

With reduced transit funding available due to the recent State decision to eliminate State Transit Assistance Funds (STAF), the ITFWG discussed the approach for the 2009 Ridership Survey. The consensus was to proceed in the Fall of 2009 and reduce the scope to focus on the seven intercity routes to collect the ridership's residential data that is key to the ITF Agreement; the on-board survey was similar to the one used in 2006. The City of Vallejo requested that the survey also include the Baylink ferry/Rt. 200 to better understand the current riders in preparation for the transfer to the Water Emergency Transit Authority (WETA).

Discussion:

The consulting firm Quantum Market Research (QMR), who completed the first ridership survey, was selected by the STA Board to complete this study. The ridership data was

collected in October and November 2009. Passengers on/off counts have been collected as well to assist in identifying productivity and compare across routes and systems. The reports are being presented for review by the TAC and Consortium prior to them being forwarded to the STA Board.

Recommendation:

Forward a recommendation to the STA Board to approve the 2009 Intercity Transit Ridership Study Reports.

Attachments:

(The following attachments have been provided to the Consortium members under separate enclosure. Copies may be requested by contacting the STA at (707) 424-6075.)

- A. FAST Intercity Transit Ridership Study
- B. Vallejo Transit Intercity Transit Ridership Study
- C. Vallejo Baylink Ferry/Rt. 200 Ridership Study



DATE: May 16, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Comments for FY 2010-11

Background:

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. For FY 2009-10, two out of eight jurisdictions used TDA funds for streets and roads (Rio Vista and the County of Solano).

When MTC took final action on the FY 2009-10 Unmet Transit Needs process and concluded that there were no reasonable unmet transit needs, they also took action that directed Rio Vista and the County of Solano to develop a TDA phase out plan. Since MTC took this action, MTC and STA have met with both Rio Vista and County of Solano to discuss the TDA phase out plan. As a result of this, in February 2010 Rio Vista City Council took action directing that Rio Vista no longer use TDA funds for streets and roads beginning FY 2010-11. A strategy to phase the County of Solano out of the Unmet Needs process over three (3) years was approved by the STA Board April 14, 2010. Therefore, the Unmet Transit Needs process will still be required to allow Solano County to claim TDA for streets and roads in FY 2010-11.

This process begins with the Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, holding a public hearing in the fall to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and the received written comments, MTC staff then selects pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is forwarded to MTC. In evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

Discussion:

MTC has summarized the key issues of concern and forwarded them to the STA to coordinate a response (Attachment A). STA staff has collected all the responses from Solano County’s transit operators. STA has submitted a preliminary draft response to MTC for review and comments (Attachment B). MTC staff may request additional information or clarification before making any recommendation to their Commission. The STA staff will work with the affected transit operators to address the request for additional information if needed.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs will allow MTC to process the streets and road element of the TDA claims from the County of Solano. For FY 2011, the County’s TDA claim for local streets and roads will be held by MTC until this process is completed.

The following is the draft schedule to timely submit the response to MTC.

Schedule to Submit Response to MTC	
April 7, 2010	Assign the questions to the Transit Operators.
April 14, 2010	Deadline for Transit Operators to provide responses to STA allowing time to preparation of the staff report and production of the agenda for the Consortium and TAC to review and approval.
April 28, 2010	Consortium and TAC review and approve responses.
May 12, 2010	STA Board review and approval.
May 13, 2010	Present issues to the Paratransit Coordinating Council.
May 14, 2010	Submit responses to MTC.
June 9, 2010	Responses are submitted for approval to the Programming and Allocations Committee at MTC.

If the above timeline is not followed, it may cause time delays. Additionally, MTC staff who handles the TDA claims may have time constraints handling the Unmet Needs Response along with all the regional TDA claims which peak in June. The streets and roads portion of the TDA claims will be delayed until the Unmet Needs process is complete. The County of Solano claiming of TDA funds could be delayed.

Fiscal Impact:

No impact on the STA budget. As determined by MTC, if reasonable Unmet Transit Needs remain at the end of this process, TDA funds could not be used for streets and roads purposes by Solano County that plan to do so in FY 2010-11. It will not have any impact on TDA funds used for transit operating, capital, planning or other eligible purpose.

Recommendation:

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

1. The FY 2010-11 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.

Attachments:

- A. MTC March 31, 2010 letter summarizing FY 2010-11 Unmet Transit Needs
- B. FY 2010-11 Unmet Transit Needs Issues and Responses (To be provided under separate cover.)

THIS PAGE LEFT INTENTIONALLY BLANK.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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

March 31, 2010

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azunbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Amy Rein Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Premier
Deputy Executive Director, Operations

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

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the Solano County Unmet Transit Needs public hearing held on December 7, 2009, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2010-11 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the public hearing, and copies of all correspondence received by MTC as a result of the public participation in the Solano County Unmet Transit Needs process. These materials encompass all comments received by MTC.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Several of the comments made at the hearing or received by MTC are deemed to be minor or are not relevant to specific transit service and the use of TDA funding.

As noted during the FY 2009-10 finding of no unmet needs for Solano County, MTC is concerned about growing County paratransit needs, as well as past requests by Rio Vista for regional transit discretionary funds at the same time that TDA funds in these jurisdictions were being used for streets and roads projects. MTC supports the actions taken by the Rio Vista City Council to begin dedicating TDA exclusively to transit uses in FY 2010-11, as well as the work by the Solano Transportation Authority and the County to develop a schedule to phase-out the use of TDA funds for streets and roads projects.

Listed below are the preliminary issues that were raised as part of this year's Solano County Unmet Transit Needs process.

Unmet Transit Needs Issues by Operator:

Vallejo

No paratransit in Glen Cove.
Paratransit cost and scheduling problems.
Request for expansion of the Vallejo's Runabout's service area.
Issues with schedule adherence on Route 78 at Walnut Creek BART.
Vallejo Route 5 should stop at Marina Tower senior residence.
Vallejo transfers should have longer validity.

Fairfield

Transit center not well signed and there are no schedules.
Web access to schedule information is awkward.
Multiple systems lack fare coordination.
Route 4 service changes were not well publicized.
Paratransit application process slow.
Taxi service might be appropriate.
Request for more service to and from Benicia and specifically service to Sacramento.
Request for service (paratransit) to Travis AFB.

Vacaville

More weekend service in Vacaville and service from Vacaville to Dixon.

Benicia

Request to maintain the Benicia 21 route and dial-a-ride.
Request for service between Benicia and Vallejo.
More fixed-route service on Benicia Breeze.
More Benicia paratransit service and more flexibility in trip scheduling.
Request to keep current Benicia schedules as they are.

The list above summarizes all *relevant* comments made through this year's unmet transit needs process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo)
- Comments already identified in last year's unmet transit needs process and addressed satisfactorily by the Solano Transportation Authority (STA) response.
- Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need; unless, public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other "minor" issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems' patrons, they are not unmet transit needs. MTC is confident that the STA, working with the transit operators, can address these issues.
- Finally, general transportation issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc.

which are not directly germane to specific transit services in Solano County are not considered to be relevant to the unmet transit needs process.

The next step in the unmet transit needs process is for a review of the preliminary issues by Solano Transportation Authority staff, in cooperation with staff members of the city and county jurisdictions in Solano County. Please provide us with an evaluation of each of the issues. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. Authority staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now and the end of fiscal year 2009-10; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

“Substantive information” supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee (PAC) as an unmet transit need.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC’s PAC identifying those issues that the cities and County must address prior to MTC’s consideration of FY 2010-11 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix A. Bockelman
Director, Program & Allocations Section

Enclosures

cc (without enclosures):

Jim Sperring, MTC Commissioner
Gene Cortright, City of Fairfield
Gary Leach, City of Vallejo
Rod Moresco, City of Vacaville
Robert Sousa, City of Benicia
Jeff Matheson, City of Dixon

Morrie Barr, City of Rio Vista
Dan Kasperson, City of Suisun City
Paul Weise, County of Solano
Jamie Johnson, Chair, Solano County PCC
(c/o Elizabeth Richards, STA)

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: April 20, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl K. Halls, Executive Director
RE: Summary of Local Transportation Funding Options

Background:

In December 2009, the STA Board began discussing options for development of a coordinated funding strategy to determine how to best allocate limited transportation funds in the short term to fully fund the construction of priority projects. In January 2010, a STA Board workshop was held in conjunction with the monthly Board meeting. At the workshop, a listing of the priority highway, arterial and transit projects and the funding sources currently programmed and potentially available to each project was provided and discussed.

For more than a decade, Solano County has grappled with various options to address the growing funding gap between available federal, state, regional and local transportation funds and the estimated funding needs necessary to address maintenance of the current transportation system in Solano County, and to construct the critical improvements needed to provide safety, access and to improve current mobility, both now and in the future. Since the placement of an advisory measure on the ballot in 1998, Solano County has tried unsuccessfully three times to join other California counties in passing a local sales tax measure for transportation. On two occasions, over 60% of Solano County voters supported the effort, but each time it fell short of the 66.7 % necessary for passage. The last effort took place in June of 2006.

Since 2006, Solano County has focused its transportation efforts funding efforts on maximizing its activities to seek and attract federal, state and regional funds and has explored other options for funding transportation projects and improvements. In 2008, members of the STA Board traveled to Southern California and to several adjacent North California counties to view and discuss a variety of options for funding and constructing projects. These funding options included: Regional Transportation Impact Fees (RTIF) (Contra Costa, Placer and Riverside counties), Express/High Occupancy Toll (HOT) lanes (Alameda, San Diego and Santa Clara counties), and toll freeways (Orange County).

Later that year, the STA Board commissioned a feasibility study for a Regional Transportation Impact Fee. In December 2008, following the completion of the feasibility study, the STA Board authorized the initiation of a RTIF Nexus Study, which is currently underway. In May 2009, the STA Board designated the Solano Transportation Improvement Authority (STIA) Board to serve as the governing board for the administration of the RTIF, if it is adopted by the County and a combination of all or some of the seven cities. Also in May of 2009, the STA Board took action to request funding from the Bay Area Toll Authority (BATA) for the initiation of a preliminary engineering study for Express/HOT lanes on two segments of I-80 adjacent to Fairfield and Vacaville. In July 2009, the STA Board, upon receiving a commitment of the requested funding from the BATA, authorized moving forward on hiring consultants to conduct the preliminary engineering for the two segments covering approximately 16 miles of I-80.

In February 2010, members of the STA Board traveled to Sacramento to meet with Solano County's State Legislators and to discuss the potential impact of proposed state budget cuts to local streets and roads, transit, and priority projects. That same month, the STA Board's tasked the Executive Committee to work with staff to prepare a list of potential new local funding options for review and discussion by the Board.

In March 2010, the Governor and State Legislature agreed to a swap of gas tax revenues in exchange for an imposition of an excise tax on gas to be dedicated to transportation. This legislative fund swap was advertised as being revenue neutral for the State Transportation Improvement Program (STIP) and local streets and roads, but reduced the annual amount of funds available for transit. This followed on the previous State Budget when the State Legislature and the Governor agreed to zero out the State Transit Assistance Fund (STAF), the primary source of state funds for transit. A potential negative outcome of this new revenue source is that it is much more vulnerable to future diversions by the State Legislature and the Governor to balance future State Budgets, a common occurrence in past years.

Discussion:

The Board's Executive Committee and staff have worked the past two months to identify potential new revenues to offset the projected loss of future state funding and to help address the most critical projects and transportation needs facing Solano County.

One option available to the Board would be to develop a funding strategy with only the currently available federal, state, regional and local funding, and not pursue any new local revenues. The development of a funding strategy is in process and will continue to be discussed under separate Board items and as part of the development of the STA's updated Overall Work Program.

The Executive Committee and staff have discussed the potential, merits, and obstacles for seven potential new local funding options. The seven options presented for discussion by the STIA Board are as follows:

1. Regional Express/High Occupancy Toll Lanes on I-80
2. Regional Transportation Impact Fee (RTIF)
3. Rio Vista Bridge Toll
4. Benefit Assessment District for Transit – Benicia-Vallejo
5. Public Private Partnerships (P3)
6. Local Sales Tax Option for Transportation
7. Local DMV Fee for Transportation Benefits and Mitigation Authorized by SB 83

Attached is a brief summary of each new revenue option and a description of the potential transportation projects or programs that could be funded from the revenue option described (Attachment A).

On April 14, 2010, the STIA met to review and discuss each of these seven new revenue options. At the meeting, the STIA Board unanimously forwarded a recommendation to the STA Board as specified in Attachment C. This recommendation was subsequently approved by the STA Board at their meeting later that evening. Specifically, this approved adding a

Public Private Partnership Feasibility Study focused on several new and/or expanding transit centers to the STA's Overall Work Program (OWP) and authorized the Executive Director to conduct a public opinion poll to help gauge the feasibility of voter support for a SB 83 DMV fee expenditure plan. As part of this action, the Board specifically recommended the focus for the SB 83 expenditure plan be on maintenance of local streets and roads, improving mobility for seniors and the disabled, and Safe Route to School. Staff will provide an update at the TAC and Consortium meetings.

Recommendation:

Informational.

Attachments:

- A. Summary of New Revenue Options
- B. Memo from STA's Legal Counsel, Chuck Lamoree, re. Transportation Funding under SB 83 (Vehicle Registration Fee)
- C. New Revenue Options Recommendations Authorized by the STA Board

THIS PAGE LEFT INTENTIONALLY BLANK.

SUMMARY OF LOCAL FUNDING OPTIONS

1. Regional Express/High Occupancy Toll Lanes on I-80

Regional Express/High Occupancy Toll (HOT) lanes are dedicated lanes that require single-occupancy vehicles to pay a toll to use a lane designated for use by high occupancy vehicles (HOVs), commonly referred to as carpools. Express/HOT lanes provide a mobility option for single occupancy vehicles to provide reliable travel at a variable price. The revenue generated from the use of the Express/HOT lanes can be used to build out the HOV/HOT lanes more rapidly and provide for maintenance and operation of the lane and the facility.

In order to construct and operate an Express/HOT lanes facility, authorizing legislation is needed. Currently, Alameda and Santa Clara counties and several counties in Southern California (Orange, Riverside, San Bernardino and San Diego) have authorization to construct HOT lanes demonstration projects. In 2009, the Metropolitan Transportation Commission (MTC) tried unsuccessfully to pass legislation (AB 744) obtaining authorization for an 800 mile Express/HOT lanes network throughout seven counties, including Solano, in the Bay Area. This legislation was supported by the STA, which had taken action to initiate Express/HOT lanes on I-80. With the passage of AB 744 uncertain, staff recommends the STA sponsor an Express/HOT lanes demonstration bill for the I-80 corridor in Solano County.

Eligible projects to be funded:

Express/HOT lanes revenues can be dedicated to build out of the Express/HOT lanes projects, maintenance and operation of the facility (includes the new lane and equipment), traffic enforcement, and improving mobility in the corridor (express bus service and ridesharing are examples).

2. Regional Transportation Impact Fee (RTIF)

In 2008, the STA completed a feasibility study for the RTIF. Based on this study, the Board authorized the STA to retain consultants to conduct a nexus study to determine a list of projects eligible to be funded through the imposition of a RTIF. In May 2009, the STA Board designated the STIA Board as the governing board for the RTIF if it is implemented. In March 2010, the STA Board approved criteria for evaluation of potential projects. Once the nexus study is completed by the STA, the authority to establish the fee resides with each of the seven city councils and the Board of Supervisors. Staff recommends the STA complete the RTIF nexus study.

Eligible projects to be funded:

The purpose for the RTIF is to help mitigate the impact of future growth on the regional transportation system. The focus for eligible projects has been on projects included in the list of routes of regional significance and transit facilities of regional significance, both of which have been updated as part of the STA's Comprehensive Transportation Plan update. RTIF funds are not to address existing deficiencies, such as maintenance of local streets and roads, or providing senior and disabled transit service.

3. Rio Vista Bridge Toll

As part of the most recent federal authorization bill, the City of Rio Vista received an earmark from Congressman Dan Lundgren to evaluate the potential for upgrading and relocation the Rio Vista Bridge. Due to the coordination required with three Caltrans districts and three regional agencies, Rio Vista requested the STA take the lead on the study. The final alignment alternatives have been identified and are under review. The study is scheduled to be presented to the STA Board in June 2010. Staff recommends completing the study and then determining whether to further examine options for a funding plan that includes the potential for tolling the Rio Vista Bridge.

Eligible projects to be funded:

The primary project to be funded would be the upgrade and potential relocation of the Rio Vista Bridge. SR 12 corridor improvements with a nexus to the bridge could also be eligible.

4. Benefit Assessment District for Transit – Benicia-Vallejo

In 2009, the STA Board completed and approved a Solano Transit Consolidation Study that included a recommendation to consider consolidating Benicia and Vallejo's transit service into one transit system. Later in 2009, Benicia, Vallejo and STA entered into a memorandum of understanding to evaluate in greater detail the potential for this to occur. A draft joint powers agreement (JPA) has been prepared and is being finalized. A business plan is being prepared by a STA consultant team and is being reviewed by staff from all three agencies. One of the goals of the study is to identify a longer term and sustainable revenue source to maintain and expand the transit service for both cities to address future need. One of the options to be evaluated is the formation of a benefit assessment district. Staff recommends this option be evaluated and considered as part of a Short Range Transit Plan to be developed by the new JPA after it is formed.

Eligible projects to be funded:

The revenues from a benefit assessment district could fund local transit service, senior and disabled transit, commuter transit, taxi-script program, and other transit services. The funding could be used both for capital and operating.

5. Public Private Partnerships

Public Private Partnerships is a funding option that has not been explored in any great detail by STA or the various project sponsors in Solano County. This option is being discussed at a national, state and regional level and all three levels of governments are looking for candidate and pilot projects. Solano County has obtained over \$100 million to help construct new or expand six major transit facilities in the next five years. Each of these projects will need to fund operations and maintenance of the facility once it is constructed and will need additional funding to fully fund the current or future phases of the project.

Staff recommends adding a Public Private Partnership Feasibility Study to the STA's Overall Work Program for FY 2010-11 to evaluate the viability and options for interested transit centers.

Eligible projects to be funded:

A range of projects could be funded through public private partnerships. This could include transit centers, parking structures, toll lanes, and roadways.

6. Local Sales Tax Option for Transportation

The passage of local sales tax measures in California began with Santa Clara County in the mid 1980s and a number of counties in California have passed local measures in the last 25 years. Currently, seven of nine Bay Area Counties have local sales tax measures in place. Nearby Sacramento and San Joaquin counties also have passed local measures. Napa and Solano are the two Bay Area counties that have not. Local sales tax measures must be approved by 2/3rd of voters in that specified county based on an expenditure plan approved by a majority of the cities representing a majority of the incorporated population for that County, and approved by the Board of Supervisors. Solano has tried unsuccessfully on three separate occasions to pass a local sales tax for transportation. Obtaining the support of 2/3 of Solano County's voters is difficult even during more positive economic times. Staff recommends not pursuing this option in 2010.

Eligible projects to be funded:

One of the benefits of local sales tax measures is its flexibility and options for funding a variety of transportation projects, improvements and programs. This list of eligible projects and programs is defined through the expenditure plan.

7. Local DMV Fee for Transportation Benefits and Mitigation

In 2009, the State Legislature passed SB 83 (Hancock) which authorizes congestion management agencies to place an expenditure plan on the ballot of each county to raise the DMV fee for congestion benefit and mitigation. The fee can range up to \$10 per year and requires a simple majority vote for passage. Each \$1 of fee would generate an estimated \$320,000 annually with \$3.2 million per year for a \$10 fee. Projects contained in the congestion management plan and that demonstrate a benefit for and/or mitigation of the automobile are eligible. This new local revenue option has the potential to address local streets and roads, senior and disabled mobility, safe routes to schools and other local community mobility issues. Currently, seven of the other eight Bay Area counties are considering placing a SB 83 expenditure plan on the ballot for the November 2010 election. First recommended step is to authorize the conducting of a public opinion poll to assess the feasibility of placing a SB 83 expenditure plan on November 2010 ballot for consideration by Solano County voters.

Eligible projects to be funded:

The SB 83 expenditure plan is somewhat more constrained than a local sales tax expenditure plan (note attached memo from Legal Counsel on SB 83). Specifically, the fee can only fund projects or programs that provide a benefit to or mitigate the impacts caused by the automobile. Example of eligible projects would be maintenance and repair of local streets and roads, safe routes to schools, safety projects, specified roadway or transit projects, and senior and disabled transit service.

THIS PAGE LEFT INTENTIONALLY BLANK.

April 8, 2003

To: Solano Transportation Improvement Authority (STIA) Governing Board
 From: Chuck Lamoree, STA Legal Counsel
 Re: Transportation Funding under SB83 (Vehicle Registration Fee)

Effective January 1, 2010, there is an additional mechanism for funding local transportation projects. Under the provisions of SB83--**and following majority approval by the electorate--** up to \$10.00 may be added to vehicle registrations a county in order to fund a wide-variety of transportation projects. *Attached is a copy of the legislation.*

In summary, SB83 provides:

1. Continues to require county congestion management agencies (CMA) prepare and adopt congestion management programs (CMP) and update those plans every two years. A county's CMP includes traffic level of service standards, performance elements regarding the movement of people and goods. plan elements that promote alternative transportation methods, including carpools, vanpools, transit, bicycles, and other strategies, an analysis of land use decisions on regional, and a long range capital improvement program.
2. Authorizes a "countywide transportation planning agency" (i.e., STA in Solano County) to place on the ballot a majority vote local measure that will impose a fee of up to \$10 on each vehicle registered in that county to fund programs to address congestion mitigation and motor vehicle induced pollution.
3. Requires that the CMA adopt two studies before submitting the matter before the electorate:
 - a. **Benefit Relationship Study:** Legally, there must be a relationship between the fee and the benefit to the public from the improvements to be funded. To do this, SB83 authorizes the governing boards of countywide transportation planning agencies to adopt a resolution containing a finding of fact that projects and programs to be funded by the fee has a relationship or benefit to the persons who will be paying the fee and are consistent with the regional transportation plan. The finding of fact requires a majority vote of the governing board. *Attached is a copy of a draft Benefit-Relationship Analysis.*
 - b. **Expenditure Plan:** Second, SB 83 requires a countywide transportation planning agency's governing board to adopt a plan for the expenditure of fee revenues that finance "congestion mitigation programs and projects" benefiting the persons paying the fee. The STA Board will be very familiar with "expenditure" plans from the prior work on the potential of a local transportation sales tax. However, the expenditure plan contemplated by SB 83 is more streamlined than the prior process. These programs and projects will include, but not be limited to, providing matching funds for bond-funded transportation projects and creating or sustaining congestion or pollution mitigation programs and projects.

4. The types of projects that can use these funds is very broad:
 - a. "Congestion mitigations programs and projects" that can be included in the expenditure plan is extensive and includes, but is not be limited to, "programs and projects identified in an adopted congestion management program or county transportation plan; projects and programs to manage congestion, including, for example, high-occupancy vehicle or high-occupancy toll lanes; improved transit services through the use of technology, bicycle and pedestrian improvements; improved signal coordination, traveler information systems, highway operational improvements, and local street and road rehabilitation; and transit service expansion."
 - b. "Pollution mitigation programs and projects" are defined to include, but not be limited to, "programs and projects carried out by a congestion management agency, a regional water quality control board, an air pollution control district, an air quality management district, or another public agency that is carrying out the adopted plan of a congestion management agency, a regional water quality control board, an air pollution control district, or an air quality management district."
5. SB 83 authorizes up to five percent of fee revenue to be used by a countywide transportation planning agency for administrative costs associated with the programs and projects.
6. Finally, SB 83 requires the Department of Motor Vehicles (DMV), if requested by a countywide transportation planning agency, to collect the fee upon the registration or renewal of the registration of a motor vehicle registered in the county. However, the bill also requires the countywide transportation planning agency to pay for the initial setup and programming costs identified by DMV through a direct contract with the DMV and for any direct contract payment by the CMA to be repaid from the initial revenues available for distribution.
7. Ballot measures that are to be considered at a November election usually have to be to the County Registrar of Voters by early August.

If any Board member has questions in advance of the Board meeting, please do not hesitate to call me.

END OF MEMO

BILL NUMBER: SB 83 CHAPTERED
BILL TEXT

CHAPTER 554
FILED WITH SECRETARY OF STATE OCTOBER 11, 2009
APPROVED BY GOVERNOR OCTOBER 11, 2009
PASSED THE SENATE SEPTEMBER 10, 2009
PASSED THE ASSEMBLY SEPTEMBER 9, 2009
AMENDED IN ASSEMBLY SEPTEMBER 4, 2009

INTRODUCED BY Senator Hancock

JANUARY 20, 2009

An act to add Section 65089.20 to the Government Code, and to add Section 9250.4 to the Vehicle Code, relating to traffic congestion.

LEGISLATIVE COUNSEL'S DIGEST

SB 83, Hancock. Traffic congestion: motor vehicle registration fees.

Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes.

The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may be used only to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.

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

SECTION 1. (a) The Legislature finds and declares all of the following:

(1) Motor vehicle congestion negatively impacts businesses and commuters, inhibits the efficient movement of goods, and elevates pollutants that impact the quality of the state's air.

(2) There are transportation improvements that will reduce congestion, including those that improve signal coordination, traveler information systems, intelligent transportation systems, highway operational improvements, and public transit service

expansions.

(3) There are measures available to lessen the impact of motor vehicle-related pollution, including congestion management programs, stormwater runoff best management practices, and transportation control measures aimed at reducing air pollution.

(b) It is the intent of the Legislature to establish a program that allows countywide transportation planning agencies or their counterparts to address congestion through transportation services and improvements and to mitigate the impacts of motor vehicles on air and water quality, and improve the business climate and natural environment.

SEC. 2. Section 65089.20 is added to the Government Code, to read:

65089.20. (a) A countywide transportation planning agency may place a majority vote ballot measure before the voters of the county to authorize an increase in the fees of motor vehicle registration in the county for transportation-related projects and programs described in this chapter. The agency may impose an additional fee of up to ten dollars (\$10) on each motor vehicle registered within the county. The ballot measure resolution shall be adopted by a majority vote of the governing board of the countywide transportation planning agency at a noticed public hearing. The resolution shall also contain a finding of fact that the projects and programs to be funded by the fee increase have a relationship or benefit to the persons who will be paying the fee, and the projects and programs are consistent with the regional transportation plan adopted pursuant to Section 65080. The finding of fact shall require a majority vote of the governing board at a noticed public hearing.

(b) The ballot measure described in subdivision (a) shall be submitted to the voters of the county and if approved by the voters in the county, the increased fee shall apply to the original vehicle registration occurring on or after six months following the adoption of the measure by the voters and to a renewal of registration with an expiration date on or after that six-month period.

(c) (1) The governing board of the countywide transportation planning agency shall adopt an expenditure plan allocating the revenue to transportation-related programs and projects that have a relationship or benefit to the persons who pay the fee. The transportation-related programs and projects include, but are not limited to, programs and projects that have the following purposes:

(A) Providing matching funds for funding made available for transportation programs and projects from state general obligation bonds.

(B) Creating or sustaining congestion mitigation programs and projects.

(C) Creating or sustaining pollution mitigation programs and projects.

(2) For the purposes of paragraph (1), the following terms have the following meanings:

(A) "Congestion mitigation programs and projects" include, but are not limited to, programs and projects identified in an adopted congestion management program or county transportation plan; projects and programs to manage congestion, including, for example, high-occupancy vehicle or high-occupancy toll lanes; improved transit services through the use of technology and bicycle and pedestrian improvements; improved signal coordination, traveler information systems, highway operational improvements, and local street and road

rehabilitation; and transit service expansion.

(B) "Pollution mitigation programs and projects" include, but are not limited to, programs and projects carried out by a congestion management agency, a regional water quality control board, an air pollution control district, an air quality management district, or another public agency that is carrying out the adopted plan of a congestion management agency, a regional water quality control board, an air pollution control district, or an air quality management district.

(d) Not more than 5 percent of the fees distributed to a countywide transportation planning agency shall be used for administrative costs associated with the programs and projects.

(e) For purposes of this section, "countywide transportation planning agency" means the congestion management agency created pursuant to Chapter 2.6 (commencing with Section 65088) or the agency designated pursuant to Section 66531 to submit the county transportation plan.

SEC. 3. Section 9250.4 is added to the Vehicle Code, to read:

9250.4. (a) The department shall, if requested by a countywide transportation planning agency, collect the fee imposed pursuant to Section 65089.20 of the Government Code upon the registration or renewal of registration of a motor vehicle registered in the county, except those vehicles that are expressly exempted under this code from the payment of registration fees.

(b) The countywide transportation planning agency shall pay for the initial setup and programming costs identified by the department through a direct contract with the department. Any direct contract payment by the board shall be repaid, with no restriction on the funds, to the countywide transportation planning agency as part of the initial revenues available for distribution.

(c) (1) After deducting all costs incurred pursuant to this section, the department shall distribute the net revenues pursuant to subdivision (a) of Section 65089.20 of the Government Code.

(2) The costs deducted under paragraph (1) shall not be counted against the 5-percent administrative cost limit specified in subdivision (d) of Section 65089.20 of the Government Code.

**SB 83 Additional Vehicle Registration Fee – Draft SFCTA Preliminary Findings
on Benefit-Relationship Analysis**

DRAFT – April 7, 2010

The following is a summary of a memorandum we received on March 22, 2010 from our consultant, Cambridge Systematics, regarding its preliminary benefit-relationship analysis of the Expenditure Plan projects and programs. We have not vetted this preliminary analysis with legal counsel, and it is in draft form. It was based upon a list of potential projects and programs that could be included in the Authority’s proposed draft Expenditure Plan, which is still in preliminary form. It is also not exhaustive of all the projects and programs that other CMAs are considering for inclusion in their Expenditure Plans.

Summary of Preliminary Benefit-Relationship Analysis:

The purpose of the preliminary analysis was to determine (1) whether the identified projects and programs may be funded with an increased vehicle registration fee pursuant to the requirements of *California Government Code* Section 65089.20 (SB 83), and (2) what technical approach should be used to justify the finding of benefit or relationship between the projects and programs and those paying the vehicle registration fee.

The consultants evaluated the benefit and relationship according to three categories, within which they could apply the same analytical approach:

1. **Mobility Improvements** (including complete streets projects, transit station improvements, connectivity improvements, sidewalk widening, sidewalk bulbouts, trees, lighting, landscaping, repair or upgrade of pedestrian walkways, traffic signal and equipment, pedestrian countdown signals, real-time information systems, parking management, transportation demand management, transit operations, transit signal priority, small transit upgrades and expansion);
2. **Street Maintenance** (including street resurfacing, curb ramps, and pothole-filling); and
3. **Pedestrian Safety** (including intersection reconfiguration, shortening of crossing distances and minimizing conflicts with other modes, including many pedestrian improvements listed also under Mobility).

The benefit and relationship analysis has two parts that, taken together, are referred to as the “dual test.” The first part of the dual test relates to what impact or need is reasonably related to the activity. In this case the “activity” is ownership of private vehicles in San Francisco. The second part relates to what specific revenues associated with the activity, in this case SB 83 fees, will either fund mitigations reasonably related to the impact, or benefits reasonably related to the need. Thus, each part of the dual test has two alternative interpretations as shown in Figure 1 below.

Figure 1: Dual Test

	Part 1	Part 2
Impact or Need Analysis	Does the activity generate a negative impact?	If so, are the fee revenues used to mitigate that impact?
Benefit and Relationship Analysis	Does the activity cause the need for a public service or facility?	If so, are fee revenues used for the service or facility that benefits the activity?

**SB 83 Additional Vehicle Registration Fee – Draft SFCTA Preliminary Findings
on Benefit-Relationship Analysis**

DRAFT – April 7, 2010

Cambridge Systematics' initial findings indicate that all projects we submitted for consideration meet one or both elements of the dual test, and are therefore eligible for inclusion in an SB 83 vehicle registration fee Expenditure Plan.

Specifically, for each category, the consultants made the following preliminary analysis:

Mobility Improvements

- **Impact-Need:** Congestion caused by motorists constrains mobility.
- **Benefit-Relationship:** Capacity to relieve congestion by expanding roadway network is severely constrained, so a feasible alternative is to enhance capacity of existing transportation systems (most directly vehicle and transit capacity, but also including bicycle and pedestrian infrastructure).

Street Maintenance

- **Impact-Need:** Streets deteriorate from vehicle use, and additional funds are needed to adequately maintain them.
- **Benefit-Relationship:** Vehicle owners benefit from maintained streets through reduced vehicle maintenance costs, improved safety, enhanced driving experience, and travel time savings.

Pedestrian Safety

- **Impact-Need:** Vehicle operation causes pedestrian injuries and fatalities.
- **Benefit-Relationship:** Projects that improve pedestrian safety reduce those injuries and fatalities.

THIS PAGE LEFT INTENTIONALLY BLANK.

NEW LOCAL FUNDING OPTIONS AND RECOMMENDATIONS

April 14, 2010

1. Establish Regional Express/HOT Lanes Network including I-80 and I-680 in Solano	
Status:	MTC has been unsuccessful in passing enabling legislation (AB 744). Authority is needed for STA to proceed with implementation of I-80 corridor.
Recommendation:	Sponsor Express/HOT Lanes demonstration bill for I-80 corridor.
2. Regional Transportation Impact Fee	
Status:	STA completed feasibility study. Board has authorized initiation of nexus study. The study’s criteria has been adopted and draft project list prepared. Next step is completion of nexus study and evaluation of fee allocation options. Ultimate decision to establish fee will be made by seven city councils and Board of Supervisors.
Recommendation:	Continue RTIF process and complete nexus study.
3. Rio Vista Bridge Toll	
Status:	Rio Vista Bridge Study in process with final alternatives under review. Study scheduled to be presented to STA Board in May-June 2010.
Recommendation:	Complete study and then determine whether to further examine option for funding plan that includes option for tolling bridge.
4. Benefit Assessment District –SolTrans (Benicia/Vallejo Transit)	
Status:	Draft JPA prepared by legal counsel and under review by Benicia and Vallejo staff and legal counsel. Business plan being developed by STA consultant team and reviewed by staff from three agencies.
Recommendation:	Long range funding plan to be considered as part of Short Range Transit Plan for JPA.
5. Public Private Partnerships (3 Ps)	
Status:	Six major transit stations in process, but each with funding shortfalls for construction and operations and maintenance. Individual project consideration of 3 Ps is uncertain.
Recommendation:	Add Public Private Partnership Feasibility Study to STA’s Overall Work Program for FY 2010-11 to evaluate viability and options for interested transit centers.

6. Local Sales Tax Option for Transportation	
Status:	This option required 2/3 supermajority vote for passage. Three previous efforts fell short (60% in 2002, 64% in 2004 and less than 50% in 2006).
Recommendation:	Reconvene STIA Board in the future to consider option for November 2012 or future election.
7. Local DMV Fee for Transportation Benefits and Mitigation Authorized by Passage of SB 83 in 2009	
Description:	Recent passage of SB 83 authorizes CMAs to place expenditure plan on the ballot of each county for a simple majority vote to raise DMV fee for congestion benefit and mitigation.
Status:	Seven of eight other Bay Area counties are considering SB 83 expenditure plan for November 2010 ballot. Issue of developing a new revenue recommendation tasked to Executive Committee for a recommendation. STA has not made a determination about this or other options.
Recommendation:	Recommend STA Board authorize poll to assess feasibility of planning SB 83 expenditure plan on November 2010 ballot for Solano voter consideration.



DATE: April 22, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Senior, Elderly and Disabled Transportation Advisory Committee Status

Background:

The Solano Transportation Authority works on a wide spectrum of transportation issues. These include mobility for senior citizens and disabled persons. In 2009, two countywide Senior Summits were held. They were well attended with nearly 150 individuals at each event. The purpose of the first event was to receive public comment on transportation issues concerning seniors and the disabled. The second summit focused on beginning projects and a process to address the issues that had been raised. At both summits, there was interest expressed and concerns raised about how to continue the dialogue and partnerships' exhibited at the two summits.

Discussion:

To continue the dialogue with Solano seniors and the disabled, in December 2009 the STA Board took action to form a new STA Board Advisory Committee consisting of a variety of stakeholders in the senior, disabled, transportation, and medical communities. The Committee's purpose would be to provide a countywide forum for coordination and funding of senior and disabled transportation services (Attachment A).

Since that time, STA and County staff have been working to recruit membership for this committee of about two dozen individuals from a cross-section of the County's transportation, seniors and disabled services and STA Board appointees. Strong progress has been made and an initial meeting date and time have been set for Tuesday, May 18 at 1:30p.m. and held at the Solano County Government Center. Transit operators will be represented on the agenda by Consortium Chair Jeff Matheson.

An update on the status of the membership and draft agenda will be presented at the Consortium meeting.

Recommendation:

Informational

Attachments:

- A. Committee Purpose and Membership

**Advisory Committee
for
Solano Seniors, Elderly and Disabled**

Purpose: To develop a new transportation advisory group to function as an advocacy group and provide an ongoing forum to address transportation needs for senior and disabled people and build community awareness and funding sources to meet the needs.

Tasks:

- Provide forum for senior and disabled transportation Issues;
- Identify and advise STA, County of Solano, Cities and Senior Coalition on transportation issues for seniors and disabled individuals;
- Provide forum for coordination of senior and disabled transit services and funding for transit providers and non-profits;
- Develop funding priorities for senior and disabled transportation issues to the STA and serve as advisory committee for update on seniors and disability mobility study ; and
- Development of short-term and long-term funding strategy for seniors and disabled transportation.

MEMBERSHIP:	
Transit Operators	<ul style="list-style-type: none"> • Benicia Breeze • Dixon Read-Ride • Fairfield and Suisun Transit • Rio Vista Delta Breeze • Vacaville City Coach • Vallejo Transit
County of Solano	<ul style="list-style-type: none"> • Health and Social Services • Transportation
Non-Profit	<ul style="list-style-type: none"> • Faith in Action • Area Agency on Aging
Paratransit Coordinating Council Representative	
Senior Coalition	
Solano Community College	
Medical Providers	<ul style="list-style-type: none"> • Kaiser • North Bay • Sutter Solano • Dialysis Center • Skilled Nursing Facility
STA	<ul style="list-style-type: none"> • Staff • 2 Board Member Liaisons
Members at Large (Eight)	One appointed by each Mayor and one by the Board of Supervisors



DATE: April 21, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: SNCI Monthly Issues

Background:

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, marketing, promotions and events. Other items are included as they become relevant.

Discussion:

Transit Schedules:

The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of April 19. Based on the response received, an updated transit matrix will be provided at the meeting.

Marketing/Promotions:

SNCI is implementing the Bike to Work Day (BTWD) campaign. This year BTWD is May 13, 2010. Staff completed a mailing to nearly 300 employers with posters, an employer kit and sample pledge cards. Posters are also being distributed throughout Solano County. Bicycle tote bags, T-shirts and promotional giveaways will be provided at 10 Energizer Stations throughout the county on May 13. Attached is a list of Energizer Station locations. Information regarding BTWD, including locations of the energizer stations, sign ups for free prizes and registration for the Team Bike Challenge, is available on the SNCI website, www.commuterinfo.net. If there are any bicycle issues related to transit (bus bike racks, lockers at Park and Ride lots, etc) that a transit operator would like promoted or addressed as part of the campaign, please advise SNCI.

Sutter Solano Medical Center and Six Flags Discovery Kingdom, both in Vallejo registered in SNCI's Emergency Ride Home (ERH) Program and are encouraging their staffs to enroll in the program. Nineteen (19) total employees signed up in March for the program which guarantees a ride home by taxi or rental car in case of an emergency if one uses a commute alternative (transit, carpool, vanpool, walk or bike) to get to work.

SNCI continues to resupply the commuter info display racks throughout Solano and Napa counties with current SolanoExpress brochures and transit schedules.

Events:

SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. Staff recently attended two events in neighboring counties providing information about the SolanoExpress intercity routes. The first was at the

Contra Costa Centre in Pleasant Hill/Walnut Creek where transit information about Routes 40 and 78 was distributed and the second was at the California Highway Patrol offices in Sacramento where SSCI staff disseminated information about the Route 30. Staff will attend Earth Day events in Fairfield and Napa, and the Fairfield-Suisun Chamber Business Expo in April.

Recommendation:

Informational.

Attachment:

- A. Solano/Napa Energizer Stations



Solano & Napa County Energizer Stations

Napa County

- American Canyon: Gaia Hotel 7am-9am
3600 Broadway Street
- Calistoga: Calistoga City Hall 7am-9am
First & Washington Streets
- Napa: Dwight Murray Plaza 7am-8:30am/4:30pm-6pm
First & Brown Streets
- Napa Valley College 7am-11am
2277 Napa Vallejo Hwy
- Redwood Plaza 7am-9am
Redwood Road & Solano Avenue
- The Hub 7am-10am/4pm-6pm
2500 Jefferson Street
- Blue Oak School 7am-8:30am
1436 Polk Street
- St Helena: St Helena Cyclery 7am-9am/4pm-6pm
1156 Main Street
- Yountville: Napa Valley Bike Tours 7am-9am
Washington & Madison Streets

Solano County

- Benicia: Benicia City Park 6:30am-8am
Military East & First St
- Dixon: Fisk's Cyclery 8am-6pm
539 N Adams Street
- Fairfield: Solano County Government Center Plaza 7am-9am
675 Texas Street
- Fairfield Linear Park Trail 7am-9am
@ Pennsylvania & Travis Blvd
- Rio Vista: Rio Vista City Hall 7am-9am
One Main Street
- Suisun City: Historic Amtrak Station 6am-8:30am
Main & Lotz Streets
- Vacaville: Ray's Cycle 9:30am-6pm
400 Main Street
- VacaValley Parkway 7am-8:30am
2 stations - @ New Horizons & East Akerly
- Vallejo: Vallejo Ferry Terminal 6am-9am
289 Mare Island Way

THIS PAGE LEFT INTENTIONALLY BLANK.



**Solano Transportation Authority
Board Meeting Highlights
April 14, 2010
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the April 14, 2010 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of April 14, 2010. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Pete Sanchez, Chair	City of Suisun City
Harry Price, Vice-Chair	City of Fairfield
Mike Ioakimedes, Board Alternate Member	City of Benicia
Jack Batchelor	City of Dixon
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Jim Spering	County of Solano

BOARD MEMBERS ABSENT:

Elizabeth Patterson	City of Benicia
Osby Davis	City of Vallejo

ACTION – FINANCIAL ITEMS

A. MTC Local Streets and Roads, Cycle 1 Block Grants

Recommendation:

Approve the following:

- A. Adopt the use of MTC's Local Streets and Roads formula to distribute Cycle 1 Block Grant funds for Local Streets and Roads funds with the following exceptions:
 1. Swap \$161,000 of Rio Vista's Cycle 1 & 2 shares with the City of Vacaville at an exchange rate of \$0.90 per \$1.00, for use by the City of Vacaville in Cycle 1.
 2. Swap \$89,000 of Dixon's Cycle 1 shares with the City of Benicia's Cycle 1 shares.
 3. Defer \$137,000 remaining in Dixon's Cycle 1 shares to Cycle 2.

- B. Authorize the flexing of up to 20% of Regional Bicycle Program and Transportation for Livable Communities (TLC) Block Grant funds to the County of Solano's share of Local Streets and Roads funds pursuant to the County of Solano phasing out of the Unmet Transit Needs Process in the funding amounts described under Alternative 4.

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

B. Summary of Local Transportation Funding Options

Recommendation:

Authorize the Executive Director to collect additional data and/or initiate feasibility studies for potential new revenue options based on recommendations from the STIA Board.

On a motion by Vice-Chair Price, and a second by Board Member Batchelor, the STA Board unanimously approved the recommendation.

ACTION – NON-FINANCIAL

A. Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways: Goal Gap Analysis

Recommendation:

Adopt the Arterials, Highways and Freeways Element Goal Gap Analysis as shown in Attachment A.

On a motion by Board Member Augustine, and a second by Vice-Chair Price, the STA Board unanimously approved the recommendation.

CONSENT CALENDAR ITEMS

On a motion by Vice-Chair Price, and a second by Board Member Spring, the STA Board approved Consent Calendar Items A to L. Since he was not at the March 10th Board meeting, STA Board Alternate Member Ioakimedes abstained from the vote of Item A, STA Board Meeting Minutes of March 10, 2010.

A. STA Board Meeting Minutes of March 10, 2010

Recommendation:

Approve STA Board Meeting Minutes of March 10, 2010.

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of March 31, 2010

Recommendation:

Receive and file.

C. Fiscal Year (FY) 2009-10 Second Quarter Budget Report

Recommendation:

Review and file.

- D. Selection of Auditing Firm for STA’s Financial Audit Services**
Recommendation:
Authorize the Executive Director to award the contract for Financial Audit Services to Vavrinek, Trine, Day & Company, LLP, and sign a three-year contract for the amount \$46,500 with an option to renew for one 2-year extension or two 1-year extensions for an additional amount of \$33,500.
- E. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – April 2010**
Recommendation:
Approve FY 2010-11 TDA Matrix – April 2010 as shown in Attachment B.
- F. Jepson Parkway and North Connector Funding Agreements**
Recommendation:
Authorize the Executive Director to enter into a funding agreement as specified for:
1. The North Connector Project between the STA, the City of Fairfield and Solano County; and
 2. The Jepson Parkway Project between the STA and Solano County.
- G. Accept Construction Contract for the North Connector Phase 1**
Recommendation
Approve the following:
1. Accept the North Connector Phase 1 contract as complete; and
 2. Authorize the Executive Director to file a Notice of Completion with the County Recorder’s office.
- H. Paratransit Coordinating Council (PCC) Member Appointment**
Recommendation:
Appoint Judy Nash as a Public Agency – Education representative to the STA PCC for a 3-year term.
- I. Proposed Modifications to Paratransit Coordinating Council (PCC) By-laws**
Recommendation:
Approve modifications to the PCC By-Laws to reflect:
1. Changing the PCC meeting date from every third Friday to every third Thursday of every other month; and
 2. Replacing the Elderly and Disabled MTC Advisor for Solano County with the Policy Advisory Council (PAC) MTC Advisor for Solano County.
- J. Bicycle Advisory Committee (BAC) Member Appointment Representing the City of Benicia**
Recommendation:
Appoint J.B. Davis as City of Benicia’s representative to the STA Bicycle Advisory Committee for a three-year term.

K. Pedestrian Advisory Committee (PAC) Member Appointments

Recommendation:

Appoint the following members to the STA Pedestrian Advisory Committee for a three-year term expiring in April 2013:

- City of Fairfield – Betty Livingston
- City of Vacaville – Joel Brick
- County of Solano – Thomas Kiernan

L. Agreement for Redwood Parkway – Fairgrounds Drive Access Improvement Project

Recommendation:

Approve authorizing the Executive Director to enter into a contract with the City of Vallejo and the County of Solano for the environmental document and project report for the Redwood Parkway – Fairgrounds Drive Improvement Project.

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

A. MTC Report:

MTC Commissioner and STA Board Member Spring and STA Board Vice-Chair Price recapped the MTC's recent Planning Committee/CMA Joint Meeting on April 9, 2010.

B. Caltrans Report:

Janet Adams announced that Caltrans has programmed (SHOPP) the Pavement and Rehabilitation project along the I-80 corridor from Leisure Town Rd. in Vacaville to SR 113 in Dixon.

C. STA Reports:

1. Update on Water Emergency Transportation Authority (WETA) Transition of Ferry Service

Nina Rannells, WETA Executive Director, provided a status report on the transition of the Baylink Ferry Service operated by the City of Vallejo to the statutorily created WETA.

Ferry Capital Projects Update

Bill Gray, Gray-Bowen, Inc., provided a construction update of the Vallejo Station.

2. Directors Reports:

a. Planning:

Robert Guerrero provided an update to the improvement development of STA's Website.

b. Projects

Janet Adams reported on the completion of the North Connector Phase 1 Project.

c. Transit and Rideshare

Elizabeth Richards reported on the upcoming 2010 Bike to Work Day scheduled on May 13, 2010.

INFORMATIONAL – NO DISCUSSION

- A. Status of STA’s Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10 and FY 2010-11 and Development of FY 2010-11 and 2011-12 OWP**
- B. Metropolitan Transportation Commission (MTC) Climate Initiatives Grant Program**
- C. Legislative Update**
- D. Senior and Disabled Transportation Advisory Committee – Membership Status**
- E. State Route (SR) 12 Jameson Canyon Corridor Bicycle and Pedestrian Connections Plan Status Update**
- F. Local Transportation Development Act (TDA) and Member Contributions for Fiscal Year (FY) 2010-11**
- G. Funding Opportunities Summary**
- H. STA Board Meeting Schedule for 2010**

ADJOURNMENT

The STA Board meeting was adjourned at 7:40 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, May 12, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

THIS PAGE LEFT INTENTIONALLY BLANK.



Solano Transportation Improvement Authority Board Meeting Highlights of April 14, 2010

Notice to the Public:

By action of the Solano County Board of Supervisors, the Solano Transportation Improvement Authority (STIA) was established pursuant to, and for the purposes provided for under California Public Utilities Code §§180000 et seq which relate to the funding of transportation and transit projects.

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiel, STIA Clerk of the Board
RE: Summary Actions of the April 14, 2010 (5:30 p.m.)
STIA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Improvement Authority at a regular meeting held on April 14, 2010. If you have any questions regarding specific items, please give me a call at (707) 424-6008.

BOARD MEMBERS PRESENT:

Jim Spering (Chair)	City of Suisun City
Elizabeth Patterson	City of Benicia
Jack Batchelor	City of Dixon
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

SELECTION OF STIA CHAIR AND VICE-CHAIR

On a motion by Board Member Price, and a second by Board Member Sanchez, the STIA Board elected Board Member Jim Spering, County of Solano, as Chair.

On a motion by Board Member Price, and a second by Board Member Vick, the STIA Board elected Board Member Pete Sanchez, City of Suisun City, as Vice-Chair.

INFORMATION ITEMS

A. **Status of Current Transportation Funding in Solano County**

Daryl Halls provided a status report on the current transportation funding in Solano County. He stated that Solano County currently relies on a combination of State (59%), regional (28%), local (7%) and federal (6%) funding sources to fund the list of priority projects. He noted that based on the most recent Regional Transportation Plan (RTP) adopted by MTC, Solano County is only projected to have enough federal, State and regional funds available over the next 25 years to fund all or part of seven new projects. He indicated that these projects include the next segment of the I-80/I-680/SR 12 Interchange, auxiliary lanes on I-80 near Fairfield, the Jepson Parkway, the West End of the North Connector, the Fairfield Vacaville Train Station, the Vallejo Station, and the Vacaville Transit Center. He also provided a summary of funding for local streets and roads and seniors, and discussed transit.

B. **Summary of New Local Revenue Options**

Daryl Halls provided an overview of the current status and projections for each of the new local revenue options. He listed them as follows 1.) Regional Express/High Occupancy Toll Lanes on I-80; 2.) Regional Transportation Impact Fee (RTIF); 3.) Rio Vista Bridge Toll; 4.) Benefit Assessment District for Transit (Benicia/Vallejo); 5.) Public Private Partnerships (P3); 6.) Local Sales Tax Option for Transportation; and 7.) Local DMV Fee for Transportation Benefits and Mitigation Authorized by SB 83.

ACTION ITEMS

A. **Board Discussion and Direction of New Local Revenue Options**

The STIA Board Members addressed their questions and concerns to staff regarding the development process of putting together a draft expenditure plan to place on the ballot for the November 2010 election. The Board directed staff to focus on addressing funding for Local Streets and Roads, Senior and Disabled mobility, and Safe Routes to Schools.

Recommendation:

Forward a recommendation to the STA Board regarding further evaluating and conducting feasibility analysis for specified new local revenue options as indicated in Attachment A.

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

ADJOURNMENT

The next scheduled meeting will be at **5:30 p.m., Wednesday, May 12, 2010 at the Suisun City Hall.**



DATE: April 12, 2010
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Sara Woo, Planning Assistant
 RE: STA Funding Opportunities Report

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program. Please distribute this information to the appropriate departments within your jurisdiction.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	TIGER Grants for Surface Transportation	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis	N/A ¹
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
4.	Urban Greening for Sustainable Communities Planning Program	Requests for funding limited to maximum amount of \$250,000	April 30, 2010
5.	MTC Innovative Grants Program*	Up to \$31 million	Call for Projects Anticipated April 30, 2010
6.	MTC Safe Routes to School Creative Grants Program*	Up to \$2 million	Call for Projects Anticipated April 30, 2010
7.	Caltrans State-legislated Safe Routes to School (SR2S) Program	Up to \$450,000	July 15, 2010

*New funding opportunity

¹ Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Detailed Funding Opportunities Summary

The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
TIGER Grants for Surface Transportation	All questions must be submitted via e-mail to: TigerTeam@dot.gov Mr. Leslie T. Rogers Regional Administrator U.S. Department of Transportation Region 9 (415) 744-3133	N/A ¹ Eligible Project Sponsors: Public Transportation Agencies	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects.	This program will provide grants to public transportation agencies for capital investments that will assist in surface transportation and infrastructure projects	Eligible projects: highway or bridge projects, public transit projects, passenger and freight rail transportation projects, and port infrastructure investments. http://www.dot.gov/recovery/ost/
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (415) 749-4961 gbailey@airquality.org	Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$10 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/movererp/index.shtml

¹ Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx
Urban Greening for Sustainable Communities Planning Program*	N/A; please feel free to contact STA staff, Sara Woo for more information, (707) 399-3214 swoo@sta-snci.com	April 30, 2010 Eligible Applicants: cities and counties	Requests for funding limited to maximum amount of \$250,000	The Urban Greening for Sustainable Communities Planning Program provides funds to assist entities in developing a master urban greening plan.	Eligible projects: development of an urban greening plan http://www.sgc.ca.gov/
Innovative Grants Program*	Craig Goldblatt MTC (510) 817-5837 cgoldblatt@mtc.ca.gov	Call for Projects Anticipated April 30, 2010 Eligible Applicants: Public agencies	Up to \$31 million	The program funds approximately a dozen high-impact innovative projects with the greatest potential to reduce greenhouse gas emissions and to be replicated on a larger-scale around the region.	Eligible Projects: connections to transportation and air quality improvements, parking management and pricing policies, cleaner vehicles, transportation demand management project
Safe Routes to School Creative Grants Program*	Craig Goldblatt MTC (510) 817-5837 cgoldblatt@mtc.ca.gov	Call for Projects Anticipated April 30, 2010 Eligible Applicants: Public agencies	Up to \$2 million	The program funds approximately four creative school-related emission reduction strategies and determines their effectiveness and potential replication around the region.	Eligible Projects: Pilot programs, innovative strategies to further best practices, projects that reduce substantial technical, financial, or political barriers

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Caltrans State-legislated Safe Routes to School (SR2S) Program	Sylvia Fung Caltrans (510) 286-5226 sylvia_fung@dot.ca.gov	July 15, 2010 Eligible Applicants: City and County agencies only	Up to \$450,000; 10% local match for a total project cost of \$500,000	The program is for reducing injuries and fatalities through capital projects that improve safety for children in grades K-12 who walk or bicycle to school.	Eligible Projects: Capital projects must fall under the broad categories of pedestrian facilities, traffic calming measures, installation of traffic control devices, construction of bicycle facilities and public outreach/education/enforcement. Up to 10% of the construction cost can fund an education/encouragement/enforcement element.

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

THIS PAGE LEFT INTENTIONALLY BLANK.