



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**10:00 a.m., Wednesday, November 17, 2010
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Jeanine Wooley
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.)	
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 September 29, 2010 <i>Recommendation:</i> <i>Approve Consortium Meeting Minutes of September 29, 2010.</i> Pg. 1	Johanna Masielat

CONSORTIUM MEMBERS

<u>Rob Sousa</u>	<u>Vacant</u>	<u>Philip Kamhi</u>	<u>John Andoh</u>	<u>Brian McLean</u>	<u>Jeanine Wooley</u>	<u>Paul Wiese</u>
Benicia Breeze	Dixon Read-Ride	Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	County of Solano

VI. ACTION – FINANCIAL ITEMS

- A. **Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – December 2010** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – December 2010 as shown in Attachment A for the Cities of Benicia, Fairfield and Rio Vista.
(10:30 – 10:35 a.m.)
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VII. ACTION – NON-FINANCIAL ITEMS

- A. **STA’s Draft 2011 Legislative Priorities and Platform** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to approve the 2011 STA Legislative Priorities and Platform.
(10:35 – 10:40 a.m.)
Pg. 9
- B. **Vacaville Community Based Transportation Plan (CBTP)** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the Vacaville Community Based Transportation Plan.
(10:40 – 10:45 a.m.)
Pg. 13

VIII. INFORMATIONAL ITEMS

- A. **Solano Sustainable Communities Strategy Update** Robert Macaulay
Informational
(10:45 – 10:50 a.m.)
Pg. 15
- B. **Solano County Transit Joint Powers Agreement (JPA) Consolidation of Benicia and Vallejo Transit Services - Status** Elizabeth Richards
Informational
(10:50 – 10:55 a.m.)
Pg. 17
- C. **I-80/I-680/I-780 Hwy 12 Transit Corridor Study – Preliminary Scope** Elizabeth Richards
Informational
(10:55 – 11:00 a.m.)
Pg. 71
- D. **Solano Senior and Disabled Transportation Study Update Status** Elizabeth Richards
Informational
(11:00 – 11:05 a.m.)
Pg. 73

- | | | |
|----------------------|--|------------------|
| E. | Unmet Transit Needs Process for Fiscal Year (FY) 2010-11 and FY 2011-12
<i>Informational</i>
(11:05 – 11:10 a.m.)
Pg. 79 | Liz Niedziela |
| F. | 10-Year Transit Fleet and Minor Transit Capital Investment Plan
<i>Informational</i>
(11:10 – 11:15 a.m.)
Pg. 91 | Liz Niedziela |
| G. | Senior and Disabled Transportation Advisory Committee – Including Transit Contractors and Taxi Providers
<i>Informational</i>
(11:15 – 11:20 a.m.)
Pg. 105 | Liz Niedziela |
| H. | Solano Employer Commute Challenge 2010 Results
<i>Informational</i>
(11:20 – 11:25 a.m.)
Pg. 109 | Judy Leaks |
| I. | SNCI Monthly Issues
<i>Informational</i>
(11:25 – 11:30 a.m.)
Pg. 111 | Judy Leaks |
| NO DISCUSSION | | |
| J. | STA Funding Opportunities Report
<i>Informational</i>
Pg. 113 | Sara Woo |
| K. | STA Board Meeting Highlights of October 13, 2010
<i>Informational</i>
Pg. 119 | Johanna Masielat |
| L. | STA Board and Advisory Committee Meeting Schedule for the Remainder of Calendar Year 2010 and Meeting Schedule for Calendar Year 2011
<i>Informational</i>
Pg. 125 | Johanna Masielat |
| 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, December 15, 2010. | |

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**INTERCITY TRANSIT CONSORTIUM
Minutes of the Meeting of
September 29, 2010**

I. CALL TO ORDER

Chair Matheson called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 10:05 a.m. in the Solano Transportation Authority Conference Room.

Consortium Present:	Wayne Lewis	Fairfield and Suisun Transit, Vice Chair
	Rob Sousa	Benicia Breeze
<i>By phone.</i>	John Andoh	Rio Vista Delta Breeze
	Brian McLean	Vacaville City Coach
	Jeanine Wooley	Vallejo Transit

Also Present:	Daryl Halls	STA
	Elizabeth Richards	STA
	Liz Niedziela	STA
	Judy Leaks	STA
	Robert Macaulay	STA
	Jayne Bauer	STA
	Johanna Masiclat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Sara Lauri	City of Fairfield

II. APPROVAL OF AGENDA

On a motion by Jeanine Wooley, and a second by Rob Sousa, 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: None presented.

V. CONSENT CALENDAR

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

A. Minutes of the Consortium Meeting of June 30, 2010

Recommendation:

Approve Consortium Meeting Minutes of June 30, 2010.

VI. ACTION – NON-FINANCIAL ITEMS

A. STA’s Draft 2011 Legislative Priorities and Platform

Jayne Bauer cited that staff will forward the Draft 2011 Legislative Platform and Priorities with feedback from the TAC and Consortium to the Board in October, with a recommendation to distribute the draft document for a 30-day review and comment period. She stated that the Final Draft will be placed on the December 2010 STA Board agenda for consideration of adoption.

Recommendation:

Forward a recommendation to the STA Board to distribute the Draft 2011 Legislative Priorities Platform for a 30-day review and comment period.

On a motion by Wayne Lewis, and a second by Rob Sousa, the Solano Express Intercity Transit Consortium approved the recommendation.

VII. INFORMATIONAL ITEMS

A. Sustainable Communities Strategy Update

Robert Macaulay provided an update to the development and implementation process of Solano County’s participation in the Sustainable Communities Strategy. He indicated that an important item on Solano County’s list is the 25 year legacy of concentrating of urban growth focused in the seven incorporated cities and the preservation of farmland and open space through the Orderly Growth Ordinance. He added that the recently updated Solano County General Plan will plan to approve extending this for another 25 years.

B. SolanoExpress Fiscal Year (FY) 2009-10 Annual Ridership Report

Liz Niedziela provided an overall ridership report for SolanoExpress Intercity Routes. She summarized the ridership gain/loss and farebox ratio and ridership comparison for all intercity routes for three years (FY 2007-08, 2008-09, and 2009-10).

**C. Solano County Transit Joint Powers Agreement (JPA)
Consolidation of Benicia and Vallejo Transit Services - Status**

Elizabeth Richards provided an update on the development of consolidation of Benicia and Vallejo Transit Services. She cited that discussions between the legal counsels of Vallejo and STA to resolve the final language of the JPA document are nearing conclusion. She indicated that the Coordinating Committee is scheduled to reconvene on October 1st to address proposed modifications to the Transition Plan and the JPA. This will be followed by the Vallejo Council action on October 12th, the STA Board on October 13th, and Benicia Council action on October 19th.

D. 10-Year Transit Fleet and Minor Transit Capital Investment Plan

Liz Niedziela cited that Solano County transit operators received almost \$18 million in funding for transit capital projects from the Federal Transit Administration (FTA). She also indicated that staff is also requesting transit operators review and update the transit stimulus list by providing completion and anticipated completion dates. She stated that it is requested that each operator email an updated Minor Transit Capital and Fleet Inventory forms to Liz Niedziela. Wayne Lewis shared information on additional parking planned at FTC.

E. Notice of Proposed Urban Area Criteria for 2010 Census Status

Elizabeth Richards announced that comments to the proposed policy are due November 22, 2010. She cited that the staff has begun discussion with federal lobbyist and arranged a meeting with MTC to better clarify the potential implications to Solano transit with the proposed criteria.

F. Unmet Transit Needs Process for Fiscal Year (FY) 2010-11 and FY 2011-12

Liz Niedziela summarized the phasing out of the Unmet Needs process by the County of Solano. She cited that MTC has begun establishing the process for FY 2011-12. MTC will be working with STA staff to establish a date and location for the public hearing as well as outreach for the Unmet Transit Needs process.

G. SNCI Monthly Issues

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

NO DISCUSSION

H. California Transit Association (CTA) Unfunded Transit Needs Study

I. STA Funding Opportunities Report

VIII. INTERCITY TRANSIT OPERATIONS DISCUSSION

Brian McLean provided an update to Paratransit Coordinating Council (PCC)'s Intercity Taxi Scrip Program.

IX. LOCAL TRANSIT ISSUES

X. ADJOURNMENT

The meeting adjourned at _____ a.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, November 17, 2010.**



DATE: November 5, 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 –
December 2010

Background:

The Transportation Development Act (TDA) of 1971 was intended to ensure a continuing statewide commitment to public transportation. TDA statute imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to the Cities and County based upon the amount of taxes collected in the county as a whole, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County transit agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area.

The FY 2010-11 TDA fund estimate, approved in February 2010, is shown on the TDA matrix (Attachment A) and the estimated carryover was calculated in June 2010. 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 revenues 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.

The TDA matrix is developed and updated 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. One of the major services shared by multiple jurisdictions is the seven major intercity routes covered in the Intercity Transit Funding Agreement and the multiple operators' TDA shares for the new intercity taxi program. Prior to this version, the TDA matrix had been approved with the TDA claims from the County of Solano and the Cities of Dixon, Vacaville, and Vallejo's FY 2010-11 TDA claims for operating and capital.

Discussion:

The TDA matrix is now being updated to include the Cities of Benicia, Fairfield, and Rio Vista's TDA claims. The City of Benicia is claiming a total of \$691,677 for transit operations. The City of Fairfield is claiming a total of \$4,099,135 for transit operations and \$2,616,755 for transit capital. Benicia and Fairfield also contribute TDA funds to the intercity transit funding agreement. The City of Rio Vista is claiming \$176,351 for transit operations and \$17,200 for transit capital. All three Cities contribute TDA funds to intercity transit planning and the

intercity Americans with Disabilities Act (ADA) taxi program. These three claims are consistent with the TDA matrix and Intercity Transit Funding agreement. All Solano TDA claims for FY 2010-11 have now been submitted.

Fiscal Impact:

No impact to STA Budget.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – December 2010 as shown in Attachment A for the Cities of Benicia, Fairfield and Rio Vista.

Attachment:

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

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DATE: November 5, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2011 Legislative Priorities and Platform

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On November 18, 2009, the STA Board adopted its 2010 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2010. A post-election memo is provided by STA's state legislative advocacy firm, Shaw/Yoder/Antwih (Attachment A).

Discussion:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state and federal legislative consultants. The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. The STA Board, Technical Advisory Committee (TAC) and Transit Consortium reviewed the Draft 2011 STA Legislative Platform and Priorities. On October 13, 2010, the STA Board released the draft for public review and comment.

The deadline for comments is November 12, 2010. As of the writing of this report, STA staff has received comments from the City of Fairfield and the Metropolitan Transportation Commission. After staff makes revisions to the document, the 2011 STA Legislative Platform and Priorities will be provided to the TAC and Consortium under separate cover prior to the November 17th meeting. Adoption of the Final 2011 STA Legislative Platform and Priorities will be placed on the December 2010 STA Board agenda.

Recommendation:

Forward a recommendation to the STA Board to approve the 2011 STA Legislative Priorities and Platform.

Attachments:

- A. State Legislative Post-Election Memo (Shaw/Yoder/Antwih)
- B. 2011 STA Legislative Priorities and Platform (to be provided under separate cover)

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

November 3, 2010

TO: Board Members, Solano Transportation Authority
FROM: Gus Khouri, Legislative Advocate
Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- NOVEMBER

On November 2nd, voters approved Propositions 22 and 26 which both could alter the nature of transportation financing yet again. We are checking with our legal counsel, but the following represents a potential interpretation of the possible ramifications due to the passage of both measures.

Proposition 26, which was approved by 52.9% of statewide voters, requires that all fees be approved by a 2/3 vote. In addition, most other fees or charges in existence at the time of the November 2, 2010 election would not be affected unless:

- The state or local government later increases or extends the fees or charges. (In this case, the state or local government would have to comply with the approval requirements of Proposition 26, meaning a two-thirds vote.)
- The fees or charges were created or increased by a state law—passed between January 1, 2010 and November 2, 2010—that conflicts with Proposition 26. This repeal would not take place, however, if two-thirds of each house of the Legislature passed the law again.

Proposition 22, approved by 61% of statewide voters, prohibits the State from borrowing or delaying the distribution of tax revenues that are dedicated for transportation, redevelopment, or local government projects and services.

Impact on Transportation

In March, the legislature approved the “gas tax swap” which had the effect of eliminating the sales tax on gasoline and imposing an increased amount of excise tax revenues. The net effect was to allow the legislature to acquire roughly \$1 billion on an annual basis, without repayment, to pay off bond debt service while maintaining funding for local streets and roads, the State Transportation Improvement Program (STIP), and creating a new dedicated funding source for the State Highway Operations and Protection Program (SHOPP). This was made possible by eliminating three out of the four funding sources for public transportation (spillover, Proposition 42, and the sales tax on 9 cents of the excise tax) and redirecting the revenue to create the higher excise tax (18 to 35.3 cents).

With the passage of Proposition 26, we have reason to believe that the gas tax swap would be repealed notwithstanding its reintroduction and approval by a 2/3 vote of the legislature. In fact, the text of Proposition 26 specifically calls out the gas tax swap as an example of a tax that was passed as a fee, despite the fact that the taxpayer is not paying more at the pump. The text of Proposition 26 reads as follows:

“In the spring of 2010, the state increased fuel taxes paid by gasoline suppliers, but eliminated other fuel taxes paid (sales tax) by gasoline retailers. Overall, these changes do not raise more state tax revenues, but they give the state greater spending flexibility over their use. The net result of the gas tax swap also provided additional funding for the State Transportation Improvement Program (STIP), State Highway Operation and Protection

Program (SHOPP), and cities and counties for local streets and roads, as well as an increase in allocated revenue for public transportation from historical averages.

Using this flexibility, the state shifted about \$1 billion of annual transportation bond costs from the state's General Fund to its fuel tax funds. (The General Fund is the state's main funding source for schools, universities, prisons, health, and social services programs.) The swap decreases the potential amount of money available for public transportation programs, but helps the state balance its General Fund budget.

Since the Legislature approved this tax change with a majority vote in each house, this law would be repealed in November 2011—unless the Legislature approved the tax again with a two-thirds vote in each house.”

We are in the process of verifying with our legal counsel but if our assertion is correct, the invalidation of the gas tax swap would restore the spillover, Proposition 42, and sales tax on the 9 cents of the excise tax (Proposition 111). These sources, in addition to excise tax revenue and sales tax on diesel, would receive constitutional protection with the passage of Proposition 22 and forbid the legislature from diverting the revenue to pay for General Fund purposes, essentially placing a \$1 billion hole in the state budget. The legislature is not precluded however from eliminating or imposing taxes.

Recap of the Gas Tax Swap

Impact on Transportation

In March, the legislature adopted the “gas tax swap” which eliminated the sales tax on gasoline (Proposition 42) and replaced it with a 17.3 cent increase in excise tax revenue. This new increment provided an additional \$650 million to what the sales tax generated and was to be split 44/44/12 between the State Transportation Improvement Program (STIP), and cities and counties, and State Highway Operation and Protection Program (SHOPP), respectively. The 2010-11 Budget Act borrows this amount and proposes to repay it in 2013. This funding is available on a one-time only basis, as specified in ABx8 9, Chapter 12, Statutes of 2010, of the recently enacted excise gas tax swap legislation.

Impact on Transit

In March, the legislature captured a total of \$1.586 billion in traditional sources of funding through the “gas tax swap” from public transportation for FY 10-11. Public transportation received a \$400 million appropriation to the State Transit Assistance (STA) program from the balance created from the *Shaw v. Chiang* lawsuit. The intercity rail program received a \$129 million appropriation from that balance as well for FY 10-11 and is expected to receive a like amount for FY 11-12. Beginning in FY 11-12, local transit operators are expected to receive \$348 million as a result of the 75% allocation to the STA program from the sales tax on diesel. The remaining 25% is dedicated primarily to the intercity rail program as well as the other traditional expenditures of the Public Transportation Account (CPUC, CTC, ITS). Non-article XIX funds which are derived from the sale of documents and miscellaneous services to the public were also dedicated to the intercity rail program to ensure full funding in future years.



DATE: November 8, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Vacaville Community Based Transportation Plan (CBTP)

Background:

The goal of the Metropolitan Transportation Commission (MTC)'s Community Based Transportation Plan (CBTP) Program is to advance the findings of the Lifeline Transportation Network Report in the 2001 Regional Transportation Plan (RTP). The Lifeline report identified transit needs in economically disadvantaged communities throughout San Francisco Bay Area, and recommended initiation of community-based transportation planning as a first step to address them. Likewise, the Environmental Justice Report for the 2001 RTP also identified the need for the MTC to support local planning efforts in low-income communities throughout the region.

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

As a result of this planning process, potential transportation improvements specific to low-income communities would be identified and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address, will be forwarded to applicable transit agencies, CMAs, and MTC for consideration in future investment proposals such as countywide expenditures plans and Short Range Transit Plans (SRTPs). Funding opportunities would be explored to support them, and an outline for an action plan to implement the solutions would be developed.

Each county needs to conduct a comprehensive planning effort to identify transit needs in disadvantaged communities. STA is the lead agency for Solano County. In addition, STA has assumed overall responsibility for project oversight. In Solano County, the initial areas identified by MTC were Dixon, Cordelia, Fairfield, Vacaville and Vallejo. The Dixon CBTP was completed as a pilot program in 2004. Based on discussions between STA and MTC staff, the Cordelia study area was expanded to include several lower income neighborhoods of Fairfield and Suisun City. The Cordelia/Fairfield/Suisun City CBTP and Vallejo CBTP were completed and approved by the STA Board in 2008. The two CBTPs for Solano County that are still need to be completed are Vacaville and Fairfield. The Vacaville CBTP is in final draft and Fairfield CBTP is scheduled to be completed in 2011.

Discussion:

To complete Vacaville's CBTP, STA engaged the Nelson/Nygaard Consulting Associates team to perform the scope of work as required for the CBTP. Nelson/Nygaard Consulting team worked closely with STA staff to deliver the draft plan for Vacaville.

A Technical Advisory Committee (TAC) was established for the study area. The purpose of the TAC was to facilitate the project. Their objectives have been to review and finalize work products prior to presentation to the stakeholders and to monitor the schedule and completion of work task products.

Two separate stakeholders' meetings have been held for the Vacaville CBTP. Both meetings were well attended with approximately 20 stakeholders at each meeting. The purpose of establishing the Stakeholder Group was to gain their insights into the transportation difficulties of the low-income population in their community and to engage the members in helping with outreach to their constituencies. These stakeholders comprise a variety of organizations that represent the low-income priority populations.

At these meetings, key concerns were discussed and suggestions were obtained about the best way to conduct the community outreach. As part of these discussions, several participants volunteered to assist with the community outreach.

Outreach Activities

The consultant team used outreach tools designed to mitigate traditional barriers to low-income community participation. Rather than encouraging low-income community members to attend meetings outside their daily routines, the outreach was performed on-site, in English and Spanish. Community members had opportunities to provide both written and verbal input.

Once the consultant team completed their community outreach process, the second stakeholders' meeting for Vacaville's CBTP was held. At this meeting, information gathered from the community outreach was presented. The stakeholders' assistance was utilized in ranking the concerns and proposing solutions. The consultant team collected this information from the stakeholders and summarized the prioritized transportation issues and the proposed solutions to close transportation gaps. After evaluating the feasibility of implementing proposed solutions, the Plan was prepared (Attachment A).

Funding Opportunities

Priority projects identified through the CBTP process will be eligible to apply for future Lifeline funding. In addition, projects identified in the 2002 countywide Welfare to Work Plan will also be eligible. STA is responsible for programmatic and fiscal oversight of Lifeline Projects in Solano County.

Fiscal Impact:

The STA received a grant from MTC to complete these studies. Vacaville CBTP was completed on time and within budget. The projects identified by these studies are eligible for Solano County Lifeline funding to be allocated by the STA.

Recommendation:

Forward a recommendation to the STA Board to approve the Vacaville Community Based Transportation Plan.

Attachments:

- A. Vacaville Community Based Transportation Plan (Provided to the Consortium Members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075.)



DATE: November 12, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Solano Sustainable Communities Strategy Update

Background:

AB 32, the California Global Warming Solutions Act of 2006 is intended to substantially reduce the emission of Greenhouse Gases (GHG), primarily carbon dioxide. SB 375, approved in 2008, is designed to implement a portion of AB 32 by integrating regional decisions on land use planning and transportation investment. This is primarily accomplished by requiring regional Metropolitan Planning Organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) that:

- Accommodates all of the region's growth, both in total numbers and by economic groups;
- Specifies the general location and density of housing development; and
- Ties transportation investments through the Regional Transportation Plan (RTP) to new development or redevelopment, in order to reduce Vehicle Miles Traveled (VMT), the proxy measure for GHG emissions.

SB 375 only addresses emission reductions from reductions in VMT for cars and light trucks. Other initiatives under AB 32 deal with improved vehicle fleet fuel economy, lower carbon fuels, and reduced emissions from heavy trucks, transit and non-transportation sources.

Discussion:

ABAG and MTC are now developing the Base Case and Vision scenarios for the SCS, with ABAG having primary responsibility. The Base Case is intended to address a business-as-usual approach, using a modified version of Projections 2009. The Vision Scenario is intended to provide an alternative with more concentrated growth and transit investments. STA and other Congestion Management Agencies have expressed the following concerns to ABAG and MTC:

- The Base Case scenario is supposed to use land use and transportation investments from Projections 2009, with some 'minor strategic improvements.' How will the land use and transportation network changes be proposed, vetted and analyzed?
- With the change from multiple to a single Vision Scenario, will meaningful information on future land use and transportation investment choices actually be provided?
- When will the CMAs and transit providers be asked to submit projects for inclusion in the Regional Transportation Plan (RTP)? Will the CMAs and transit providers have RTP project budget target as in past years?

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: November 5, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano County Transit Joint Powers Agreement (JPA) – Status of Consolidation of Benicia and Vallejo Transit Services

Background:

At the last TAC meeting in September, staff provided a full history and briefing of the efforts to date concerning the consolidation of Benicia and Vallejo Transit services. At this time, an update of the status of this process during the past two months is being presented.

Vallejo City Council received a briefing of the proposed consolidation in late September. While several Councilmembers expressed support, several others raised issues they wanted addressed prior to taking action on this item. To resolve these final legal and financial issues, multiple meetings were held at the staff, management and policy levels. The JPA and the Transition Plan were revised to the satisfaction of the three legal counsels involved and the SolTrans Coordinating Committee. On October 26th, the Vallejo City Council heard the proposed transit consolidation as an action item. Satisfied that the issues they had raised previously had been addressed, the Vallejo City Council voted 7-0 to approve entering into the Solano County Transit JPA to consolidate with Benicia. Having already received a briefing on the consolidation previously, Benicia City Council is scheduled to hear the item for action on November 16th.

Discussion:

Subject to approval by the Benicia City Council, STA staff is preparing for the formation of the JPA and the implementation of the Transition Plan. STA will continue to provide staff and consultant support to the JPA and its Board in its formative months. Under the SolTrans JPA Board direction, this will include building the organization's structure and policies in conjunction with hiring a permanent Executive Director, transferring and hiring staff, transferring service and other contracts, and transferring operating funds, grants and capital assets related to operating service. This transitional process is projected to conclude by July 1, 2011, the beginning of the next fiscal year.

Construction of transit capital projects such as Curtola Park-and-Ride, Vallejo Station, and Benicia's Park-and-Rides will remain with the cities of Benicia and Vallejo. With the transfer of transit service operations from the two cities to the JPA, the intention is to reimburse both cities for any documented and auditable funds they have advanced to cover transit costs as well as to start the new JPA on sound financial grounds.

During the transition, service levels are proposed to remain consistent in both cities. Funding for a joint Short Range Transit Plan (SRTP), requested by the MOU Coordinating Committee, has been secured from MTC and will provide the opportunity for the new agency in its first year to review, assess, and prioritize how the newly combined transit service area may be served.

In addition, STA has been requested by the City of Vallejo to become more involved with the discussion concerning the transfer of the Baylink Ferry from Vallejo to the Water Emergency Transportation Authority (WETA). Some of the issues being raised in those discussions will be coordinated with the SolTrans Transition. The transfer of the Baylink Ferry service is also planned to occur July 2011.

Fiscal Impact:

STA is currently supporting the transition with staff time, legal counsel services, and consultant services. This is being funded through STAF funds approved by the STA Board.

Recommendation:

Informational.

Attachments:

- A. Solano County Transit JPA - Final
- B. Solano County Transit Transition Plan - Final

SOLANO COUNTY TRANSIT (“SolTrans”)

JOINT POWERS AGREEMENT

This Joint Powers Agreement is by and among the CITY OF BENICIA, a municipal corporation (hereinafter "BENICIA"), the City of Vallejo, a municipal corporation (hereinafter "VALLEJO"), and the SOLANO TRANSPORTATION AUTHORITY (hereafter "STA"), a joint powers agency and the congestion management agency for Solano County (hereinafter "STA"), which public entities (collectively "Members" or "Member Agencies") have entered into this Joint Powers Agreement ("Agreement") creating Solano County Transit hereinafter “SolTrans”, a joint powers agency. All Members of SolTrans are public entities organized and operating under the laws of the State of California and each is a public agency as defined in California Government Code Section 6500.

RECITALS

- A. Government Code Sections 6500-6515 permit two or more local public agencies, by agreement, to jointly exercise any power common to them and, thereby, authorizes the Members to enter into this Agreement.
- B. In the performance of their essential governmental functions, Benicia and Vallejo each provide transit services within their respective municipal boundaries and to areas outside of said boundaries in order to perform or participate in intercity, regional transit services.
- C. Among the responsibilities and transportation functions performed by STA, said agency provides planning, funding and management of intercity transit routes and paratransit services and, further, STA is eligible to act as a transit provider.
- D. Public entities have the opportunity to provide transit and related services in a cooperative and coordinated manner, in order to best manage the public resources committed and necessary for delivery of such transit services.
- E. The formation of SolTrans enables the Members to take advantage of the opportunities for more economical provision of transit services through economies of scale and to improve and expand the provision of a variety of transit services including, but not limited to, normal and customary intra-city bus transit, intercity transit, paratransit services, dial-a-ride, commuter and passenger ferries, and connecting transit to other transportation providers such as BART and/or the Capitol Corridor commuter train in such manner and at such time as the Members may decide necessary and appropriate for public benefit.
- F. The governing board of each Member has determined that it is in the Member's best interest and in the public interest, that this Agreement be executed and they become Participating Members of SolTrans.

AGREEMENT

1. Formation of Solano County Transit (“SolTrans”). Pursuant to Chapter 5, Division 7, Title 1 of the Government Code of the State of California (commencing with Section 6500) as amended from time to time, and commonly known as the Joint Powers Authority Law, the Members create a joint powers agency which is named Solano County Transit and may otherwise be referred to as "SolTrans" or such other acronym, brand or identifier as determined appropriate by the Board.

2. Parties to Agreement.

In mutual consideration of the promises herein, each Member certifies that it intends to, and does, contract with every other Member which is a signatory to this Agreement and, in addition, with such other Member as may be later added as provided in Section 23. Each Member also certifies that the deletion of any Member from this Agreement does not affect this Agreement or the remaining Members' intent to contract with the other Members then remaining.

3. Purpose.

SolTrans will be the agency created by the merger of the presently existing transit services in Benicia and Vallejo through this joint powers agreement. Upon execution of this Agreement, SolTrans will operate as a unified entity separate and apart from the originating Members.

4. Transfer of Assets; Succession to Existing Contracts.

Upon approval of this Agreement, the Members will endeavor to enter into use agreements with regards to the assets designated in the transition plan for the transition period which will be from date of execution of this Agreement until July 1, 2011. The transition period may be extended by mutual consent of the parties. Once SolTrans receives approval of its status as a qualified grantee by necessary grantors, including the Federal Transit Administration (FTA), Benicia and Vallejo will transfer, and SolTrans will receive, designated transit related assets, personal property, rolling stock and equipment of each presently operating transit service. Unless prohibited by law, SolTrans shall succeed to and undertake designated transit related agreements in place as set forth in the transition plan. Any debt of a Member to be assumed by SolTrans such as, but not limited to, funds advanced by Members to their transit system, shall be specifically set forth and described in the asset transfer inventory and/or transition plan; provided, that nothing in this agreement shall require transfer of any asset subject to a lien or leasehold securing certificates of participation or other evidence of indebtedness issued by or on behalf of any Member unless such lien or leasehold is duly released by the holders of such certificates of participation or other evidence of indebtedness.

5. Transit Employees.

To the degree allowed by law, or otherwise negotiated, existing transit employees of each Member Agency will become employees of SolTrans. Notwithstanding paragraph 22 of this Agreement (indemnification), SolTrans accepts responsibility for any claims arising due to such transfer of employment post formation of SolTrans, including, but not limited to, any Federal Section 13(c) claims or any employee association claims regarding changes in wages, benefits or working conditions.

6. Membership.

In addition to the originating members Benicia, Vallejo and STA, the following entities, or types of entities, are eligible for membership in SolTrans:

- a. Municipal corporations located within the County of Solano;
- b. The County of Solano; or
- c. Any other public entity or public/private partnership providing, or proposed to provide, transit in Solano County.

7. Limitation.

For purposes of California Government Code Section 6509, the powers of SolTrans shall

be exercised subject to the restrictions upon the manner of exercising such powers as are imposed upon the City of Benicia, a general law city. Should Benicia withdraw as a Member, then the powers of SolTrans shall be exercised subject to the restrictions upon the manner of exercising such powers as are imposed upon any other general law city which is then a Member and, if there be none, as are imposed upon STA.

8. Guiding Principles.

The following Principles are intended to guide SolTrans' provision of transit services:

- a. The Benicia Breeze and Vallejo Transit services were consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingent upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
- b. Consolidated transit service is intended to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, thereby minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
- c. The Benicia Breeze and Vallejo Transit consolidation shall be consistent with the STA's Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within, and adjacent to, Solano County, and to access regional transportation systems.
- d. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
- e. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
- f. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. If possible, service levels shall be maintained or expanded.
- g. The consolidated transit service shall maximize opportunities for regional funding.

9. Powers.

SolTrans is authorized, in its own name, to do all acts necessary to fulfill the purposes of this Agreement including, but not limited to, each of the following:

- a. Make and enter into contracts;
- b. Incur debts, liabilities and obligations; provided that no debt, liability or obligation of SolTrans is a debt, liability or obligation of any Member except as separately agreed to by a Member agreeing to be so obligated;
- c. Acquire, own, lease, hold, construct, manage, maintain, operate, sell or otherwise dispose of real and personal property by appropriate means, excepting only eminent domain;
- d. Receive gifts, grants, contributions and donations of property, funds, services and other forms of assistance from any source including, but not limited to, special or general taxes and assessments;

- e. Sue and be sued in its own name;
- f. Employ officers, agents and employees;
- g. Lease real or personal property as lessee and as lessor;
- h. Receive, collect, invest and disburse moneys;
- i. Issue revenue bonds or other forms of indebtedness, as provided by law;
- j. Carry out other duties as required to accomplish other responsibilities as set forth in this Agreement;
- k. Assign, delegate or contract with a Member or third party to perform any of these duties of the Board, including, but not limited to, acting as Executive Director for SolTrans;
- l. Exercise all other powers necessary and proper to carry out the provisions of this Agreement;
- m. Claim transit funds from state and federal sources;
- n. These powers will be exercised in the manner provided by applicable law and as expressly set forth in this Agreement or reasonably inferred therefrom.

10. Board of Directors.

- a. The powers of SolTrans are vested in the Voting Members of its Board of Directors (“Board”). The initial Governing Board of SolTrans is comprised of five (5) voting directors and one (1) ex-officio, non-voting director as follows:
 - 1. Two Voting Directors from each Member Agency other than STA: Upon approval of this Joint Powers Agreement, the City Councils of Benicia and Vallejo will each appoint two Directors and one Alternate. When a Director is absent, the Alternate may act in his/her place. Each appointed and alternate Board member shall be a member of the governing body of the Member Agency that he or she represents and shall serve at the pleasure of such governing body.
 - 2. One Voting Director who shall be the Solano County representative to the Metropolitan Transportation Commission (“MTC”). In addition to the two Directors from each Member Agency, one additional Voting Director, who is the Solano County representative to the MTC shall be a Voting Director unless such Director is either a council member of one of the Member Agencies or a County Supervisor whose district includes all or part of any city which is a Member Agency. If no Director is so qualified or available, the remaining members of the SolTrans Board shall appoint a Voting Director who may, but need not be, the MTC representative notwithstanding his or her service as a member of the governing body of a Member Agency or as a County Supervisor whose district includes a Member Agency who shall serve until a new Solano County representative to MTC is appointed and is qualified to serve. Such process may include the appointment of the MTC representative from the aforementioned jurisdictions at the sole discretion of the remaining Voting Members of the JPA Board.
 - 3. One Non-Voting STA representative to participate as an ex officio Director. The STA Board will appoint the STA Representative which may be either a STA Board Director or staff. Notwithstanding any language to the contrary in this Agreement, the STA representative may participate in all discussions but shall have no vote in any action of the Board.
- b. All actions of the Board require the affirmative vote of a majority of the Voting Directors, which must include at least one affirmative vote of a

- Director representing each Voting Member Agency.
- c. Directors shall serve a term of two (2) years unless earlier removed or replaced by the appointing Member Agency in accordance with that Member Agency's procedures. A Voting Director is automatically removed if he or she is no longer an elected official or the Solano County representative to the MTC unless that Director is appointed by action of the remaining Directors pursuant to Section 10(a)(2) above, in which case, holding another elective or appointive office shall be a condition of service only if so provided in a resolution of the Board of SolTrans at the time he or she is appointed. Directors may serve any number of terms consistent with the appointment process of the Director's appointing governing body.
 - d. Directors and Alternates are eligible for a stipend of up to \$100 per meeting with a maximum of one compensated meeting per month. The Board may authorize actual and necessary reimbursement of expenses incurred by Directors or Alternate Directors on behalf of SolTrans for which receipts are provided.
 - e. The Board may delegate certain powers to specified committees but may not delegate the power to amend the Bylaws of SolTrans, to approve the budget, to appoint the Executive Director, or to appoint the Director under 10(a)(2).
 - f. A majority of the voting Directors must be present to constitute a quorum for action on the business of the Board.
 - g. The Board shall establish by resolution the date, time and place for regular meetings which shall occur at a minimum of four (4) times per year. Special meetings may be called by the Chairperson or by a majority of the voting Directors then in office. All meetings of the Board shall be in conformance with the Ralph M. Brown Act (California Government Code sections 64950 et seq.).

11. Conflicts of Interest.

In accordance with state law, Directors and Officers are "public officials" within the meaning of the Political Reform Act of 1974, as amended, and its regulations, for purposes of financial disclosure, conflict of interest and other requirements of such Act and regulations. SolTrans shall adopt a conflicts of interest code in compliance with the Political Reform Act and all other applicable laws and regulations applicable to public officials, including, but not limited to, the restrictions on the acceptance or solicitation of contributions.

12. Committees.

The following committees are established:

- a. Executive Management Committee. The Executive Management Committee periodically meets as necessary to assist in advising the employees or agents and the SolTrans Board, to review proposed budget items, service and fare adjustments, and to otherwise provide management assistance and oversight as necessary. The Executive Committee shall consist of the city manager or executive director, or chief administrative officer, or designee of each Member Agency.
- b. Technical Advisory Committee. The Technical Advisory Committee will consist of staff representatives appointed by the city manager or executive director of the Member Agencies to coordinate with Agency staff on funding and service issues.
- c. Public Advisory Committee. Each Member Agency will appoint three members

of the public with demonstrated expertise or special interest in, transit issues and who reside within the boundaries of the agencies that they represent to serve on a Public Advisory Committee (PAC). This will include representatives selected by each Member Agency. The PAC will serve as an advisory committee to the SolTrans Board and will review and comment to the SolTrans Board on the following matters:

- i. Service and fare adjustments,
 - ii. Development of Short Range Transit Plans, and
 - iii. Review SolTrans' annual work plan.
- d. Other Committees. The Board may create other committees from time to time as necessary and appropriate.

13. Officers and Employees.

- a. The officers of SolTrans are the Board Chair, Vice-Chair, Executive Director, Legal Counsel, Chief Financial Officer/Treasurer, and Clerk to the Board. The positions of Chair and Vice-Chair shall be appointed by the members of the SolTrans Board from their membership. The Chair and Vice-Chair are Directors elected or appointed by the Board at its first meeting and serve the remainder of the year in which appointed and one additional year. Thereafter, terms for Chair and Vice-Chair are one year beginning January 1. The Chair and Vice Chair assume their office upon election by the SolTrans Board. If either the Chair or Vice-Chair ceases to be a director, the resulting vacancy will be filled at the next meeting of the Board.
- b. The Board shall appoint an Executive Director and Legal Counsel to SolTrans who shall serve at the pleasure of the Board. The Executive Director shall be charged with managing the operations of SolTrans, subject to the authority and direction of the Board. The Executive Director shall have charge of, handle and have access to all property of SolTrans, shall appoint the SolTrans's Chief Financial Officer and the Clerk, both of whom shall serve at the pleasure of the Executive Director. Pursuant to California Government Code section 6505.1, the Executive Director shall file an official bond in an amount determined by the Member Agencies, through the Board, which shall not be less than the smallest bond required of the chief financial officer, treasurer or other fiscal officer of each of the Member Agencies or, upon the approval of the SolTrans Board of Directors, satisfy this requirement pursuant to Government Code section 1463.
- c. The appointment of a Chief Financial Officer/Treasurer shall be made no later than the second regular meeting of Board and in any event before SolTrans receives any funds or properties from any source. The Chief Financial Officer/Treasurer may be a designated member of SolTrans staff or appointed from one of the Member Agencies.
- d. The Board may authorize reimbursement of expenses incurred by officers or employees on behalf of SolTrans.
- e. The Board may create such other offices and appoint individuals to such offices it considers either necessary or convenient to carry out the purposes of this Agreement.

14. By-Laws

The SolTrans Board shall adopt bylaws as necessary and proper for the efficient and effective functioning of SolTrans.

15. Limitation on Liability of Members for Debts and Obligations of SolTrans.
Pursuant to Government Code section 6508.1, the debts, liabilities, and obligations of SolTrans do not constitute debts, liabilities, or obligations of any Member Agency. However, a Member may separately contract for or assume responsibility for specific debts, liabilities, or obligations of SolTrans.
16. Limitation of Financial Commitment. SolTrans shall not look to Member Agencies for financial contributions from their general fund, or any other fund, unless each Member Agency separately contracts for and agrees to otherwise set aside transit moneys as part of their annual budgetary process.
17. Fiscal Year.
The first fiscal year of SolTrans is the period from the date of this Agreement through June 30, 2011. Each subsequent fiscal year of SolTrans begins on July 1st and ends on June 30th unless the Board of Directors provides otherwise by resolution.
18. Budget.
The Board shall adopt a budget not later than sixty (60) days before the beginning of a fiscal year. In the Board's sole discretion, the budget may be an annual or multi-year budget.
19. Annual Audits and Audit Reports.
The Chief Financial Officer/Treasurer will cause an annual financial audit to be made by an independent certified public accountant with respect to all SolTrans receipts, disbursements, other transactions and entries into the books. A report of the financial audit will be filed as a public record with each Member. The audit will be filed no later than required by state law. SolTrans will pay the cost of the financial audit in the same manner as other administrative costs.
20. Establishment and Administration of Funds.
 - a. The Chief Financial Officer/Treasurer shall be responsible for the strict accountability of all funds and reports of all receipts and disbursements. It will comply with the provisions of law relating to the establishment and administration of funds, particularly section 6505 of the California Government Code.
 - b. The funds will be accounted for on a full accrual basis according to generally accepted accounting principles and applicable laws and regulations.
 - c. The Chief Financial Officer/Treasurer will receive, invest, and disburse funds only in accordance with procedures established by the Board and in conformity with applicable state or federal law.
 - d. Should SolTrans contract with a Member Agency for the provision of all or some financial services, the funds of SolTrans will be maintained in a separate account(s) from those of the Member Agency itself.
21. Bi-Annual Transit Service Plan. SolTrans shall cause to have prepared a Transit Service Plan every two years. A SRTP (Short Range Transit Plan) may be used to fulfill this requirement. The Plan shall contain the baseline levels of transit service to be provided and shall include days of service; hours of service, areas to be served, types of transit service to be provided and rates of passenger fares to be charged for said service. The Transit Service Plan shall be prepared and presented to the Board prior to December 1 of every odd numbered calendar year. The Board shall review said Plan and either approve

and adopt said plan as presented or approve and adopt said Plan with modifications. The Plan may be expanded, modified or reduced by the Board.

22. Indemnification.

- (a) SolTrans shall hold each member, its elective and appointive Boards, Commissions, officers, agents and employees, harmless from any liability for damage or claims for damage for any tort, personal injury, including death, as well as from claims from property damage which may arise from SolTran's employees, contractors, subcontractors, or agents' operation under this Agreement. SolTrans agrees to and shall defend each Member and its elective and appointive Boards, Commissions, officers, agents and employees from any suits or actions at law or equity for damages caused, or alleged to have been caused, by reason of any of the aforesaid operations that occur on or after the date of formation of SolTrans.
- (b) Each Member Agency shall indemnify SolTrans, its Boards, officers, agents and employees and the respective other Member Agencies, harmless from any liability for damage or claims for damage for any tort, personal injury, including death, as well as from claims from property damage which may arise from that Member Agency's employees, contractors, subcontractors or agent's operations occurring prior to the formation of SolTrans.

23. New Members.

- a. For the purpose of this section only, all Members admitted after the initial creation of SolTrans are New Members. Each New Member Agency of SolTrans shall appoint two Directors and one Alternate.
- b. A public entity meeting the criteria in Section 6 above may be admitted as a New Member upon a two-thirds (2/3) vote of the Voting Members of the Board and upon complying with all other requirements established by the Board and the Bylaws.
- c. Each applicant for membership as a New Member must pay all fees and expenses, if any, set by the Board in order to pay for the costs of adding the New Member and to address their participation in the ownership of SolTrans assets and liability for any debt of SolTrans upon approval as a New Member.

24. Withdrawal From Membership.

Members may withdraw from SolTrans by filing a written notice of withdrawal with the Executive Director 180 days before the actual withdrawal. Such a withdrawal shall be effective on July 1st of the subsequent fiscal year after the 180 day period has passed following the filing of the withdrawal notice. The withdrawal of a Member Agency shall not in any way discharge, impair or modify voluntarily-assumed obligations of the withdrawn Member Agency in existence as of the date of the withdrawal. Withdrawal of a Member Agency shall not affect the remaining Member Agencies. A withdrawn Member Agency shall not be entitled to the return of any grant funds previously or historically allocated to it provided that SolTrans is the current grantee for those funds at the time of withdrawal. However, the return of assets previously contributed by the Member Agency to SolTrans shall be provided for in a withdrawal plan, prepared by SolTrans, to address return of funds or assets from SolTrans to a member opting to withdraw from SolTrans. Such withdrawal plan may include 1) the compensation for real property whose title has passed to SolTrans; 2) the purchase of a withdrawing Member's assets used by but not yet transferred to SolTrans; or 3) compensation for the depreciated value of assets or rolling stock transferred at the time of formation. SolTrans and the

Member Agency which proposes to withdraw will negotiate in good faith toward mutual agreement on a withdrawal plan to address return of funds or assets from SolTrans to the Member Agency and assignment of liabilities associated with those funds or assets to that Member Agency. In the event of a disagreement regarding the amount of compensation due for real property even after a reasonable period of good faith negotiations, the parties may resolve the matter via alternative dispute resolution or any other mutually acceptable means.

25. Termination and Distribution.

- a. This Agreement continues until terminated or SolTrans is dissolved.
- b. This Agreement may be terminated by the written consent of two-thirds (2/3) of the governing bodies of the Member Agencies; provided, however, that this Agreement and SolTrans shall continue to exist after termination for the purpose of disposing of all claims, distribution or assets and all other functions necessary to conclude the obligations and affairs of SolTrans.
- c. At the termination of this agreement resulting in termination and dissolution of SolTrans, and after payment of debts, a dissolution plan shall be prepared by SolTrans and reviewed and approved by the Member Agencies to address the surplus property of SolTrans, both real and personal, including all funds on hand, after payment of all liabilities, costs, expenses, and charges validly incurred under this Agreement, shall be returned to the respective Member Agencies as nearly as possible in proportion to the contributions, if any, made by each.
- d. After termination or dissolution of SolTrans, any surplus money on deposit in any fund or account of SolTrans will be returned to the Member Agencies as required by law. The Board is vested with all powers of SolTrans for the purpose of concluding and dissolving the business affairs of the agency.

26. Notices.

Notice to each Member under this Agreement is sufficient if mailed to the Member and separately to the Member's Directors to their respective addresses on file with SolTrans.

27. Prohibition Against Assignment.

No Member may assign a right, claim, or interest it may have under this Agreement. No creditor, assignee or third party beneficiary of a Member has a right, claim or title to any part, share, interest, fund or asset of SolTrans. However, nothing in this section prevents SolTrans from assigning any interest or right it may have under this Agreement to a third party.

28. Amendments.

This Agreement may be amended by the Members acting pursuant to a resolution of their respective governing bodies. A proposed amendment must be submitted to each Member at least thirty (30) days in advance of the date when the Member considers it. An amendment is to be effective upon execution unless otherwise designated.

29. Severability.

If a portion, term, condition or provision of this Agreement is determined by a court to be illegal or in conflict with a law of the State of California, or is otherwise rendered unenforceable or ineffectual, the validity of the remaining portions, terms, conditions and provisions is not affected.

30. Liability of SolTrans.

Subject to limitations thereon contained in any trust agreement or other documents pursuant to which financing of SolTrans is implemented, funds of SolTrans may be used to defend, indemnify, and hold harmless SolTrans, any Member Agency, any Director or Alternate, and any employee or officer of the agency for actions taken within the scope of their duties and acting on behalf of SolTrans.

31. Governing Law.

This Agreement will be governed by and construed in accordance with the laws of the State of California.

32. Counterparts.

This Agreement may be executed in several counterparts, each of which is an original and all of which constitutes but one and the same instrument.

33. Effective Date.

This Agreement becomes effective and SolTrans exists as a separate public entity when approved by the governing boards of the three original Members.

IN WITNESS WHEREOF, the parties, pursuant to resolutions of their respective governing boards, have caused this Agreement to be executed this ____ day of _____, 2010

CITY OF BENICIA

By: _____
Jim Erickson, City Manager

APPROVED AS TO FORM

By: _____
Heather McLaughlin, City Attorney

CITY OF VALLEJO

By: _____
Robert F. D. Adams, City Manager

By: _____
Fred Soley, City Attorney

SOLANO TRANSPORTATION AUTHORITY

By: _____
Daryl K. Halls, STA Executive Director

By: _____
Bernadette Curry, STA Legal Counsel

2010

Solano County Transit SolTrans

Transition Plan



Updated
10/15/2010



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Section 1: INTRODUCTION

1.1 Background

In 2005, the Solano Transportation Authority (STA) Board held a retreat to discuss a variety of policies and financial issues facing Solano County. One of the resulting action items directed STA staff to complete a comprehensive evaluation and consolidation study of Solano County's six transit operators. Currently each transit service is operated by a local City government.

To guide this effort, the STA Board adopted a set of four goals for the consolidation study:

1. To streamline transit service, simplifying and improve access to transit use for riders.
2. To achieve service efficiencies and economics.
3. To provide a central focus on transit service for the County.
4. To create a robust transit service to meet the growing transit needs of the County.

Over the next several years, the study was funded, a consultant retained (DKS Associates) and a countywide transit consolidation study was conducted. The study began with extensive outreach to a broad range of stakeholders, an analysis of existing services, funding trends, and potential opportunities for consolidation of multiple combinations or all of the six transit operators. In Phase II, six major consolidation options were presented and analyzed against criteria established by the STA Board. A Transit Consolidation Steering Committee, consisting of the full STA Board and all the City Managers/and County CAO, guided this effort. In May 2009, the Steering Committee reviewed the findings of Phase II, and forwarded several recommendations to the STA Board for action.

One of the Steering Committee's recommendations was the consolidation of Benicia and Vallejo Transit systems. In June 2009, the STA Board took action to move forward by recommending the consolidation of the Benicia and Vallejo Transit systems. This was with the concurrence of the Board members from these two jurisdictions.

During the course of the Transit Consolidation Study, both Benicia and Vallejo requested an assessment of their transit systems. A consultant, funded by the STA, conducted both assessments. Benicia's current local transit service structure was implemented after the assessment of the service in FY2008-09 and following the inauguration of SolanoExpress Rt. 78. The City of Benicia has operated the Benicia Breeze transit service for many years. It currently operates five routes, two shuttles, dial-a-ride, paratransit service and a taxi scrip program. The majority of service is local with some service to Diablo Valley College (DVC) and Sun Valley Mall in Contra Costa County as well as to Vallejo Medical Centers. The Benicia Breeze service uses a fleet of cutaway buses to deliver service Monday-Saturday. Benicia Breeze carried 80,000 passengers in FY2008-09.

The City of Vallejo has been operating bus service since the 1930's. Vallejo Transit currently operates seven local routes, three intercity routes, ADA paratransit service, and a taxi scrip program. In addition, the City of Vallejo operates the Baylink Ferry and its complementary bus service to San Francisco, Rt. 200. This ferry/Rt. 200 service is in the process of being transitioned to the Water Emergency Transit Authority (WETA) as directed by State legislation. Vallejo Transit has a fleet of approximately 70 large buses for fixed-route service includes 10

buses that are leased to Fairfield and Suisun Transit for Route 90 and 12 cutaways buses for paratransit service. Service is offered Monday-Saturday on all routes with limited service on Sundays. In FY2008-09, the Vallejo Transit bus system carried 1.8 million passengers.

Since the June 2009 STA Board action and recommendation that Benicia and Vallejo transit services be consolidated, the two cities have been actively working together with STA at the policy and staff levels. Meetings were held monthly from June 2009 through October 2009. A policy level committee (Coordinating Committee) guided the effort. The Mayors of Benicia and Vallejo and a councilmember from each City were the Coordinating Committee members. Two other committees were established: Management Committee and a Working Group. The two City Managers and the STA Executive Director comprise the Management Committee and Benicia, Vallejo, and STA transit staffs and consultants comprise the Working Group.

By the Fall of 2009, the Coordinating Committee had prepared a Memorandum of Understanding (MOU) to guide the development a Joint Powers Agreement (JPA) which would operate the proposed combined transit service. The Coordinating Committee selected Solano County Transit (SolTrans) as the name for the new organization. An initial draft of the JPA was approved by the Coordinating Committee in May 2010.

Benicia conducted public outreach in fall and winter of 2009/10 to explain the proposed consolidation of transit services and address any concerns. Public comments were minimal and issues raised were addressed.

A more extensive public outreach in both Benicia and Vallejo to address transit service issues will be conducted as part of the process of developing the first joint Benicia/Vallejo Short Range Transit Plan (SRTP). This is discussed in further detail in Chapter 5.

1.2 Purpose

The purpose of the Transition Plan is to provide the Coordinating Committee and City decision-makers with information on key issues related to governance, finances, organizational responsibilities, and service planning. It also provides a transition plan for the key functions of the agency. The Transition Plan will inform decisions about the formation of the consolidated agency and provides a roadmap for transitioning from two city operated transit services to an independent transit authority operated through a Joint Powers Agreement (JPA).

1.3 Transition Plan Organization

The Transition Plan is organized in six sections following this introductory section. A brief description of each section is provided below.

Structure and Governance – This section includes the principles guiding the consolidation, the Joint Powers Authority structure and membership, and discusses the establishment of by-laws for the new organization.

Financial Management – Presents the one-time and ongoing costs of consolidation, a draft 2010-11 budget for the consolidated agency, and ten-year budget outlook. This section provides a description of how the financial management functions will be organized and delivered. The recommended capital asset ownership is also discussed.

Organization and Human Resources Management – Presents the organization structure and staffing plan, a plan for transitioning existing employees to the new agency, and describes how the human resources and benefits administration function will be carried out. The development of human resources policies and procedures is also discussed.

Service Planning and Operations – This section discusses the development of the Short Range Transit Plan for the new agency and presents options for managing the transit operating contracts.

Capital Project Management – Addresses how capital projects will be managed for the new agency.

Other Issues – This section addresses the transition of ferry service to WETA and discusses the Downtown Bus Transfer Center Administration Building

Implementation Schedule – A schedule is provided for the key activities required to ensure that the new agency is fully functioning before the end of FY2010-11.

Section 2: STRUCTURE AND GOVERNANCE

The decision to consider consolidating Benicia Breeze and Vallejo Transit took place over several years, beginning with the initial recommendations contained in the Solano County Transit Consolidation Plan. An initial undertaking of the Cities of Benicia and Vallejo and the STA was to start with the establishment of a Memorandum of Understanding (MOU) laying out the intent of the two Cities and the STA to work cooperatively toward consolidating under a formal Joint Powers Agreement (JPA). A key component of the MOU is the Guiding Principles that the Coordinating Committee developed early in the planning process.

2.1 Guiding Principles for Consolidation

The Coordinating Committee for the MOU adopted the following guiding principles in July 2009, and incorporated these principles into the Memorandum of Understanding adopted by the City of Benicia, City of Vallejo, and the STA Board.

1. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingency upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
2. Consolidated transit service provides an opportunity to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, thereby minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
3. The Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
4. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
5. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
6. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger

inconveniences due to the transition. If possible, service levels shall be maintained and expanded.

7. The consolidated transit service shall maximize opportunities for regional funding.

These principles will continue to be in effect as the agencies transition from city operated transit services to a consolidated transit agency operated through a Joint Powers Agreement.

2.2 Form of Governance

The Coordinating Committee opted to recommend a Joint Powers Authority as the form of governance of the new agency. The Government Code of the State of California, Chapter 5, Division 7, title 1 commencing with Section 6500 permits two or more local public entities, by agreement, to jointly exercise any power common to them. This State law is commonly known as the Joint Powers Authority Law.

The City of Benicia, the City of Vallejo, and the Solano Transportation Authority are members of the Joint Powers Authority and each member agency will approve the Joint Powers Agreement to form Solano County Transit (SolTrans). New members may be added upon the approval of two-thirds of the voting members of the Solano County Transit Board and with not less than one affirmative vote on the part of each then existing member agency.

2.3 Board Membership and Terms

The initial Governing Board of Solano County Transit will be comprised of five voting directors and one ex-officio, non-voting director. The Cities of Benicia and Vallejo will each appoint two directors and one alternate to be voting members of the Board. Each City's alternate shall vote only in the absence of one of the directors from their City. The STA Board will approve the ex-officio member. The directors and/or alternate director appointed by a member agency other than the Solano Transportation Authority must be an elected official and a member of the City Council or Governing Board of the member agency. The fifth voting director shall be the Solano County representative to the Metropolitan Transportation Commission (MTC), unless such representative is from either Benicia or Vallejo City Councils or a County Supervisor whose district includes all or part of any city which is a member of the JPA, in which case the fifth voting director shall be determined through a process to be established by the balance of the JPA Board. It is anticipated that this criteria for selection of the fifth voting member will need to be changed should additional cities choose to join the JPA at a later date.

Directors shall serve a term of two years unless replaced by the appointing member agency. Directors may serve any number of terms consistent with the appointment process of each individual Director's appointing governing body.

An Executive Management Committee, Technical Advisory Committee, and Public Advisory Committee are established in the Joint Powers Agreement. The Board may create other committees from time to time as necessary and appropriate.

2.4 By-Laws and Policies and Procedures

The Solano County Transit Board shall adopt by-laws as necessary and proper for the efficient and effective functioning of the agency. The by-laws may establish among other things, the conditions for withdrawal of a member, the scheduling of Board meetings, quorum requirements, provisions for amending the by-laws, requirements for records and reports, and the conflict of interest code. The Board may amend the by-laws from time to time.

Section 3: FINANCIAL MANAGEMENT

In recent years, all California and Bay Area transit agencies have been operating within serious fiscal constraints due to the current economic conditions. Both Benicia Breeze and Vallejo Transit are facing funding shortfalls in the near term. As a consolidated agency, SolTrans will face similar revenue constraints, but will also have greater opportunity and options to improve the efficiency of its combined services and to take advantage of potential new funding sources and existing regional sources of funds. The financial impacts of consolidation, a draft FY2010-11 budget, financial management requirements and issues, and capital asset ownership are addressed in this section.

3.1 Financial Impacts of Consolidation

Consolidation of Benicia Breeze and Vallejo Transit provides opportunities for cost savings and will also result in new requirements and additional costs. The draft FY2010-11 budgets for both entities were reviewed and analyzed for purposes of identifying revenues available and estimated costs and cost savings that might be realized from the consolidation. Based on this review, a consolidated FY2010-11 budget was developed.

In general, the financial impacts of consolidation fall into two areas: one-time costs, and ongoing or recurring costs.

Ongoing Cost Impacts

A review of the two transit agencies' budgets indicated that certain administrative costs could be eliminated with consolidation, and other administrative costs may increase. Some Vallejo allocated administrative overhead costs were identified as potential reductions.

As an independent agency, and based on existing staffing, one new staff position is recommended for a total of 5.5 staff to meet the functional needs of the new agency. Initially, information technology, legal, and audit costs are expected to be greater than the current level of expenditure of the two transit agencies. The economies of scale experienced by the cities for these items are not expected to be achieved by the separate and independent agency. The amount of administrative savings in Vallejo overhead costs are projected to be greater than or equal to the anticipated increased administrative costs of the new agency.

Vallejo Transit and Benicia Breeze contract for fixed route and paratransit services with MV Transit. The contract between Benicia Breeze and MV Transit is not providing service as cost effectively as the contract between Vallejo Transit and MV Transit. Alternative contracting terms and structures are proposed to be examined to develop the most cost-effective means for operating the consolidated service. Savings are projected to be achieved through these contract alternatives. At this time, these savings are not reflected in the draft FY2010-11 budget for SolTrans, but will be addressed through future contract negotiations after the JPA is formed.

One-Time Costs

To initiate services as a new agency, there will be certain and anticipated start-up costs and potential requirements to retire debt incurred previously by the two transit agencies. The one-time costs for SolTrans start up are estimated to be between the ranges of \$398,500 - \$636,500. The retirement of the transit debt ranges from \$850,000 to \$2,800,000. These costs are presented separate from the annual FY2010-11 budget to provide a more accurate picture of the annual ongoing budget of the agency. It is recommended the new agency work with STA and the MTC to seek regional funding to offset the one-time transitional costs and as such these revenues are not included in the FY2010-11 annual budget.

A summary of the estimated one-time expenses is provided below.

One-Time Expense	Low Estimate	High Estimate
Office Relocation	\$93,500	\$167,000
Re-Branding of new transit services	\$195,000	\$279,500
Professional Services (legal, HR, etc.)	\$110,000	\$190,000
START-UP COSTS TOTAL	\$398,000	\$636,500

	Low Estimate	High Estimate
Debt Retirement (<i>To be substantiated with auditable documentation</i>)	\$850,000	\$2,850,000

3.2 Draft FY2010-11 Budget and Financial Plan

A consolidated budget based on the draft budgets for Benicia Breeze and Vallejo Transit for FY2010-11 was developed and reviewed extensively by the Staff Working and Management Committees. The Summary Budget for FY2010-11 is shown in Appendix A.

Key assumptions used in developing the budget are:

- All transit revenues currently available to both transit systems will be dedicated to the new authority;
- Vallejo Ferry service will continue in local operation through FY2010-11;
- 5.5 full time staff positions (a combination of 4 existing positions at Vallejo Transit, .5 position at Benicia Breeze, and 1 new position) will serve SolTrans;
- Financial services, benefits administration, payroll, information technology and legal services will be provided through contracts;
- Existing transit operating service contracts will continue as currently structured. Potential savings will be reflected when options are fully assessed and implementation is imminent;

- Modest changes in transit service levels will be implemented, and expenses will be kept within budgeted revenues.

The FY2010-11 budget is balanced, and Transportation Development Act (TDA) reserves of \$4.8 million are projected to be available at fiscal year end.

3.3 Ten Year Outlook

Using the FY2010-11 combined budget as a base, the costs and revenues were estimated for the ten year period ending in FY2019-20. Due to declines in TDA revenues, the elimination of State Transit Assistance funds (STAF) for a period, the uncertainties of when STAF funding might resume, and the exhaustion of American Recovery and Reinvestment Act (ARRA) federal economic stimulus funds, both Benicia Breeze and Vallejo Transit face annual operating deficits in the near term. Specifically, Benicia Breeze would be in a deficit position in FY2011-12 without cost cutting measures or new/increased revenues. Vallejo Transit has approximately \$4.8 million in TDA reserves in FY2010-11. These TDA reserves have been generated by utilizing the one-time only ARRA funds first. Drawing down on those reserves over time would defer a deficit position until FY2012-13.

The potential for reducing operating service contract costs over the next year will have a positive impact on the SolTrans budget, and would likely avoid a deficit for the agency until FY2013-14 if no other measures were taken. By conducting a joint Short Range Transit Plan, it is recommended SolTrans evaluate all available revenue sources, fare structure, service levels and service delivery, and the capital plan for new agency over the next ten years.

An important goal of the Short Range Transit Plan (SRTP) process is to balance resources with expenditures through cost effective and equitable service provision. In addition, establishing reasonable operating reserves for SolTrans will be an important financial objective. The operating reserve will address unforeseen circumstances impacting costs or revenues and will allow for logical, well planned responses to changes in financial position. The SolTrans Board of Directors will need to establish a financial reserve policy including a minimum and maximum amount to be funded as well as processes and conditions for allocating reserve funds.

Findings from the draft FY2010-11 budget and initial ten year outlook indicate that:

- Some new/increased administrative costs of the consolidated transit agency are projected to be offset by administrative overhead savings;
- Opportunities exist for cost savings in the three operating service contracts;
- Regional and countywide funding for one-time consolidation costs need to be identified;
- Financial issues facing the consolidated agency are similar to those the two existing agencies would face independently if consolidation were not to occur; however opportunities to address this shortfall should be increased through consolidation;
- Existing reserves will be exhausted and deficits are predicted to occur in 1 – 3 years without cost cutting measures or revenue enhancements.

3.4 Financial Management Services

The existing transit agencies are provided with a range of financial services from their respective cities. Both cities charge the transit operation with a share of the costs for providing those services. As proposed, the new joint powers agency will be independent of the operations of the two cities and will need to establish an independent finance and accounting section within the new agency. However, due to the size of the new agency, it is not cost effective for all finance functions to be initially performed “in-house”; rather, certain services will be best provided by others under contract to the new agency.

The SolTrans staffing plan recommends a Finance Manager, who is expected to initially serve in the capacity as Chief Financial Officer/Treasurer, who is responsible for performing the majority of the finance functions with minimal staff support within the agency. An in-house grants administrator will perform grants acquisition and management. The transit operating service contractors are responsible for fare collection, fare handling, and cash deposits of fares to the bank. The Finance Manager, however, will need to be supported with an accounting system, payroll processing, and other cash management services.

The Staff Working Committee considered alternatives for procuring financial services for SolTrans, including issuing a Request for Proposals (RFP) to the three member agencies and any other public entities that might be interested and capable of providing these services. SolTrans will issue an RFP for these services and select a contractor for these services. The contract costs are estimated to be within the current budget for these items.

Accounting Services

The draft scope of services that will be needed by SolTrans includes the following:

1. Manage the general ledger, accounts payable, accounts receivable, and payroll of SolTrans using the City’s accounting system.
2. Establish and maintain internal controls.
3. Maintain banking relationships required to carry out the services of this contract.
4. Support SolTrans in the preparation of annual financial statements.
5. Support SolTrans in the development of annual budgets.
6. Coordinate with SolTrans on payroll processing.
7. Provide regular financial reports as required by SolTrans, including monthly financial reports.
8. Establish an A-87 Indirect Cost Allocation plan for SolTrans, if needed.
9. Provide cash management for the JPA, including payments for operating and capital needs of the agency that are reimbursed by grants and other sources of funds.

Armored car services will be provided under a contract between SolTrans and a private provider, similar to the current practice with Vallejo Transit.

Procurement Management

As a Federal Transit Administration (FTA) grantee, SolTrans will need to meet FTA’s procurement requirements. These requirements are significant and require specialized training and expertise to manage. As recommended by FTA, SolTrans should employ an experienced Procurement Manager responsible for this function.

3.5 Asset Access, Transfer and Ownership

Benicia Breeze and Vallejo Transit own assets typical of other transit agencies. The majority of these assets were procured with federal, State, or regional transit grant funds and are recommended to be transferred to the new agency. The City of Vallejo is currently engaged in bankruptcy proceedings. Evaluation of the appropriateness for transfer of Vallejo's transit assets will include necessary negotiations with Vallejo's creditors and approval of a plan of adjustment by the bankruptcy court. Discussions with agencies that funded the assets will be necessary to inform the negotiations. The transfer of assets will occur over time and up to two years for some Vallejo assets. In particular, the Bus Maintenance/Administrative Facility located at 1850 Broadway, including the land underlying that facility, is subject to a recorded leasehold interest securing Certificates of Participation executed and delivered by the Vallejo Public Financing Authority (the "COPS"), all of which are currently held by Union Bank of California ("UBOC"). As long the COPS remain outstanding, any transfer of that facility would be subject to the agreement by UBOC to release its leasehold interest in the facility and land. While it may be possible to negotiate such a release as a part of the overall Plan of Adjustment for the City, no assurance can be given that such a release will be able to be granted, and thus it is possible that this facility will need to remain in city ownership for the long term. To that extent, use or access agreements may be necessary in lieu of transfer of some assets. A detailed list of assets is shown in the appendices. A summary of the assets to be accessed and/or transferred is shown below.

Currently Owned By Vallejo Transit	
Asset	Location
60 Transit Buses	1850 Broadway
10 Transit Buses	Leased to Fairfield and Suisun Transit
28 In-Bus Monitoring Cameras	
12 Paratransit Vans	3215 Sonoma Boulevard
8 Service Vehicles	1850 Broadway
Admin/Maintenance Facility - Land, building - Paving, fencing, lighting - Vehicle washer - Bus Terminal - Maintenance equipment - Computer software	1850 Broadway
Security Tower	York and Marin
Security Tower	Curtola and Lemon
Sereno Transit Center	Sereno Street

Bus Shelter (400)	Various Bus Stops
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Currently Owned By Benicia Breeze	
Asset	Location
7 Transit Buses	
10 Paratransit Vans	
1 Service Vehicle	
Bus Shelters	Various Bus Stops

These assets will need to be accessed and/or transferred in accordance with the requirements of the grants with which they were funded. The asset transfers will be recorded in the accounting records and fixed asset inventories of both cities and SolTrans.

The Vallejo Station and the Downtown Bus Transfer Center are currently included as assets of the Public Works Department of the City of Vallejo. The Vallejo Station is under development and will serve bus and ferry riders. It is funded with a variety of sources of federal, State and regional funds. The Downtown Bus Transfer Center is under construction. Improvements to Curtola Park and Ride have been funded for development. The City of Vallejo is managing the development of these projects and is likely to operate and maintain the facilities. At this time, it is recommended that the Vallejo Station, the Downtown Bus Transfer Center, and Curtola Park and Ride remain as assets of the City of Vallejo. Transfer of the Downtown Bus Transfer Facility may be considered by SolTrans and the City of Vallejo in the future. Opportunities to generate revenue at these facilities for the purpose of covering maintenance or other transit costs should be reviewed.

3.6 Grantee Status

Both Benicia Breeze and Vallejo Transit are grantees of the FTA, Caltrans, and MTC. It is recommended that existing open grants with Benicia Breeze and Vallejo Transit will be transferred to SolTrans once the new JPA has gained status as a new, qualified grantee. Existing grants must be inventoried, those ready to be closed will be closed, and a determination on whether open grants will be transferred or will remain with the two cities will be made. An initial list of grants to be reviewed from Benicia and Vallejo are included in Appendix C. Examples of grants that may remain with the cities include Vallejo Station grants, grants for major projects (assets) that will remain with the cities, and grants that are within six months of completion and close out.

It is recommended that Vallejo, Benicia, and STA staff schedule a meeting with FTA Region IX to discuss the potential consolidation efforts transpiring between Vallejo and Benicia to update FTA and to receive guidance and recommendations of how to proceed.

There are five (5) basic steps in becoming a FTA grantee: Step 1: Demonstrate Legal Capacity; Step 2: Comply with Civil Rights; Step 3: Demonstrate Financial Capacity; Step 4: Demonstrate Technical Capacity; and Step 5: Transportation Electronic Award and Management (TEAM). These steps can all be accomplished by the new JPA and are briefly described below.

1. **Demonstrate Legal Capacity:** Legal capacity is demonstrated by submitting an authorizing resolution to FTA which provides the basis for the new grantee mission and goals and develops the legal authority to specify the programs the grantee is eligible for federal funding. The legal counsel also certifies that the grantee will comply with federal regulations in the FTA Master Agreement.
2. **Comply with Civil Rights:** Benicia and Vallejo should already have signed policies statements assuring complaints with Title VI of the Civil Right Act of 1964. However, the two cities could have different procedures. For example, their public notification process and/or complaint process could be different between the two cities. The Board would need to select Benicia's or Vallejo procedures, or blend the two together. A new Disadvantaged Business Enterprise (DBE) Plan and Annual Goal would need to be established for the new entity along with Equal Employment Opportunity (EEO) plan.
3. **Demonstrate Financial Capacity:** Each new grantee must be capable of proving they can provide the local share portion of the projects they apply to FTA for. To demonstrate financial capacity, a three to five year financial profile is required for FTA and Region IX for approval.
4. **Demonstrating Technical Capacity:** This process is related to the Federal Certification and Assurances certified by legal counsel. There are 24 areas covered by the Triennial Review. The triennial review is one of the FTA's management tools for examining grantee performance and adherence to current FTA requirements and policies. Mandated by Congress in 1982, the triennial review occurs once every three years. It examines how recipients meet statutory and administrative requirements, especially those that are included in the Annual Certifications and Assurances those grantees submit.

Benicia and Vallejo recent Triennial Review recommendations should be reviewed and the status of corrective implementation updated. The 24 areas covered by triennial review by FTA are:

- | | |
|--------------------------------------|---|
| 1. Legal | 13. Fare Increases and Major Service Reductions |
| 2. Financial | 14. Half Fare |
| 3. Technical | 15. Americans with Disabilities Act |
| 4. Satisfactory Continuing Control | 16. Charter Bus |
| 5. Maintenance | 17. School Bus |
| 6. Procurement | 18. National Transit Database |
| 7. Disadvantaged Business Enterprise | 19. Safety and Security |
| 8. Buy America | 20. Drug-Free Workplace |
| 9. Debarment/ Suspension | 21. Drug and Alcohol Program |
| 10. Lobbying | 22. Equal Employment Opportunity |
| 11. Planning/Program of Projects | 23. ITS Architecture |
| 12. Title VI | 24. ARRA |

In some of these areas, the manuals will need to be rewritten to replace the current city with the new entity name (SolTrans).

5. **Set up Transportation Electronic Award and Management (TEAM) accounts.** The new entity (SolTrans) will need to complete forms to set up accounts for each person in the organization who will have access to TEAM and who will have access to Electronic Clearing House Operation (ECHO). TEAM web based program that is designed for grant management. In TEAM, the grantee will apply for grant and submit milestones reports to FTA. The ECHO system is the electronic reimbursement system set up for drawing down FTA funds after the funds have been expended. The funds are then wired to the grantee bank account within one to two business days. The new entity will also need a Data Universal Numbering System (DUNS) number to apply for FTA funding. This procedure takes up two to three weeks.

Section 4: ORGANIZATION and HUMAN RESOURCES MANAGEMENT

4.1 Organization and Staffing Plan

In order to address the issues of organizational structure and staffing for SolTrans, a comparison study was performed of transit properties in the North Bay and Contra Costa County of similar size and scope. A concurrent job analysis study was performed which included interviews of all incumbent staff and management of Vallejo City Transportation Division and the Benicia Breeze.

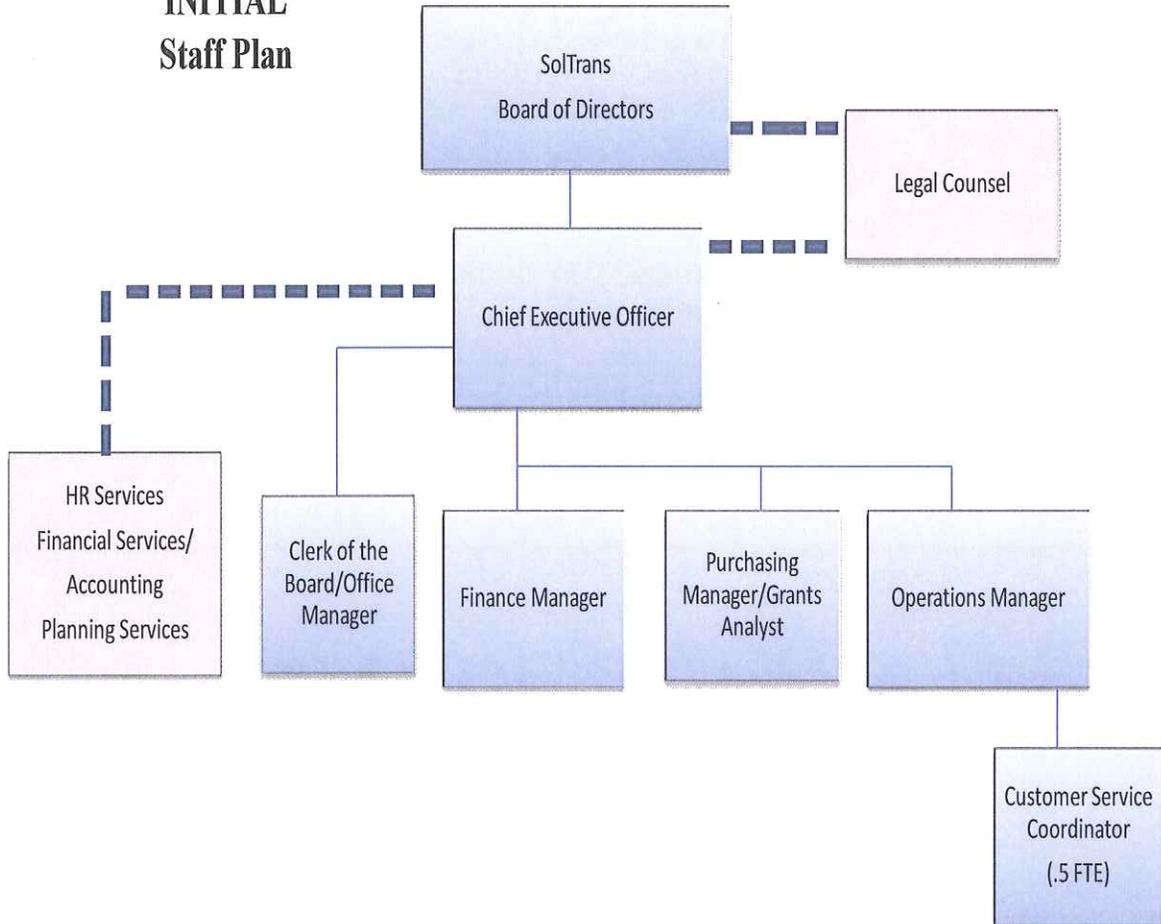
Based on the results of these studies, it is recommended that the consolidated agency be comprised initially of five and a half employees as illustrated on the organizational chart for Solano County Transit as shown on the following page. Of these five and a half positions, four represent the current positions at Vallejo City Transportation Division; one represents the current position at Benicia Breeze; and one is a proposed new position. More specifically, the proposed staffing plan is as follows:

- Chief Executive Officer (currently at Vallejo (vacant))
- Finance Manager (currently at Vallejo (vacant))
- Purchasing Manager/Grants Analyst (currently at Vallejo)
- Operations Manager (currently at Vallejo)
- Customer Service Coordinator¹ (currently at Benicia Breeze(vacant))
- Clerk of the Board/Office Manager (proposed new position)

Initially, the staff of 5.5 FTE is proposed to consist of the Customer Service Coordinator as a half-time position and the Purchasing and Grants Analyst would be combined into one position. In addition, legal, financial and human resources services, and certain transit planning services are recommended to be provided through contractual agreements. These functions will report to the Chief Executive Officer and Board of Directors as depicted on the organizational chart. Over time, it is expected that SolTrans may bid out for some or all of these services. One of the first tasks of the JPA will be to confirm or modify the proposed staffing.

¹ Half-time

INITIAL Staff Plan



4.2 Position Descriptions

Detailed Position Descriptions have been drafted for the proposed staffing plan described above. In some cases, the titles have been modified; however, the functional responsibilities remain similar to the incumbent positions. These Position Descriptions are subject to final review and approval by the SolTrans Board of Directors or its designee.

A Clerk of the Board/Office Manager position has been added to address the new function of the agency board administration. Organization of Board agendas and materials, serving as Clerk at the Board meetings, and compiling meeting minutes are some of the responsibilities of this position. In addition, this position will provide administrative management and support to the office.

4.3 Salaries and Benefits

A salary and benefits package for the 5.5 initial positions proposed is being developed for approval by the new JPA. Two of the positions are currently filled by existing staff from the City of Vallejo. The intent is to cause no harm to any existing employees who transfer from the City of Vallejo to the SolTrans JPA. Although the details are not specified in this Transition Plan, the SolTrans salary and benefit package is intended to be equivalent to the existing actual salary and benefit package. This can be offered and accommodated in the proposed SolTrans budget.

4.4 Transfer of Existing Employees

Job descriptions have been drafted and will be approved by the new JPA before the transfer of existing employees. A salary range with a compensation package will be approved. It is recommended that an Executive Director be selected prior to the transitioning of employees to enable this individual to coordinate the application and selection process for the remaining staff. An interim Executive Director has been proposed to help complete the transition and to facilitate the recruitment of the permanent Executive Director.

The SolTrans JPA will adopt a policy for transitioning existing employees of City of Benicia/Benicia Breeze and City of Vallejo/Vallejo Transit to the new JPA. The policy will be developed and implemented in coordination with the Cities of Benicia and Vallejo. The intent of the policy will be to transition employees with minimal disruption, equal employment opportunities considerations and consistency in policy administration. This policy will be utilized to transition staff with employee status at the Cities of Benicia and Vallejo who work to support transit operations at the time of the transition.

The SolTrans Board will approve the process and a policy for transitioning employees. It will identify an application process for existing employees only and a time period for acting on these applications. All existing employees will be required to complete an application for the position they are interested in transitioning to if they wish to be considered for a position with the new JPA. The new Executive Director will interview the incumbents and decide upon the appointments. Transitioning employees will be given notification in writing of the results of their application and interview. If they have been selected, their compensation package will be specified in the offer. This process is projected to be brief from beginning to end (approximately

a week). It will be concluded prior to recruitment to fill vacancies from outside applicants. New SolTrans employees will be subject to all personnel policies and procedures adopted by the JPA.

4.5 Provision of Human Resources Services

The Human Resources functions shall be contracted out on an as-needed basis. Such services shall include, but are not limited to, salary and benefits administration. Consultations and guidance on general human resources matters will be performed on an as-needed basis. SolTrans shall also have the option of obtaining consulting assistance and guidance on additional human resource issues, such as recruitment, hiring, accommodation, performance, discipline, and other personnel matters.

4.6 Human Resources Policies and Procedures

The SolTrans JPA will need to adopt Human Resources Policies and Procedures. These may be initially drawn from Policies and Procedures used by the member agencies. The areas that will need to be covered will include, but may not be limited to, the following subjects:

Employment At Will	Hours of Work	Holidays
Equal Employment Opportunity	Alternative Work Weeks	Vacations and Management Leave
Americans with Disabilities	Overtime Pay	Sick Leave
Employment Eligibility and Registry	Attendance & Tardiness	Professional Training & Development
Recruitment and Selection	Poor Performance and Discipline Issues	Expense Reimbursement
Introductory Period	Grievance Procedure	Security and Privacy
Job classification Administration	Resignation/Termination	Computer and Email Policy
Compensation Policy	Retirement and Social Security	Safety and Workplace Violence
Performance Evaluation Program	Health and Welfare Benefits	Dress Code
Personnel Records	Workers' Compensation	Driving Policy

Section 5: SERVICE PLANNING AND OPERATIONS

5.1 Existing Services

Benicia Breeze

The City of Benicia provides primarily local public transportation services. The City values and is committed to providing public transportation mobility to its residents and employers. The City provides four different services:

- Fixed Route Bus
- Dial-a-Ride
- Paratransit
- Subsidized Local and Intercity Taxi

Local flex route bus services are provided throughout Benicia. One fixed-route and a few weekly special shuttles connect Benicia to Contra Costa County at Sun Valley Mall and Diablo Community College in Pleasant Hill and to Vallejo medical facilities. The fleet consists of 17 vehicles and primarily cutaways are used on all services. In FY2009-10, Benicia Breeze is projected to carry 87,000 passenger trips. MV Transportation Inc. is the current contractor for all services except taxi. The current service contract's base terms expire June 30, 2011.

Dial-a-ride service operates on the flex routes during the midday, evenings, and Saturdays. Paratransit service connects Benicia residents to Vallejo for out of city trips.

The local (within Benicia and Vallejo city limits) taxi program provides a 50% fare subsidy to disabled and elderly persons age 65 or older for trips within the city limits. The Intercity ADA Taxi Scrip Program provides an 85% fare subsidy to ADA certified residents offering an alternative to traditional paratransit.

There have been no recent service changes and none are proposed at this time. The August 2009 Benicia Breeze schedule will be incorporated into the inventory of service at the initiation of the JPA

Vallejo Transit

The City of Vallejo provides a comprehensive mix of both local and regional public transportation services. The City's continued dedication to improving its transportation services have helped turn Vallejo into one of the most important regional transit hubs in the San Francisco Bay Area. The City provides four different services:

- Fixed Route Bus
- Demand Response Paratransit
- Subsidized Local and Intercity Taxi
- Ferry

Local bus service is provided throughout most of Vallejo. Regional bus service directly connects Vallejo to Benicia, Fairfield, and multiple locations in Contra Costa County at BART Stations

(El Cerrito del Norte, Pleasant Hill, and Walnut Creek). The fleet consists of 70 vehicles. In the last fiscal year, Vallejo Transit provided 1,658,505 passenger trips. Vallejo Citizens Transit Corporation (VCTC) a subsidiary of MV Transportation Inc. is the current contractor. The contract was awarded on February 5, 2008 for a period of three years, commencing on April 1, 2008 through March 31, 2011.

Demand response service utilizes 12 vehicles to provide complementary ADA paratransit within a ¾ mile corridor of the fixed route service area. In the last fiscal year, Vallejo RunAbout provided 28,783 passenger trips. MV Transportation is the current contractor and their initial contract term expires June 30, 2011.

The local subsidized taxi program provides a 40% fare subsidy to disabled and elderly persons age 65 or older for trips within the city limits. The Intercity ADA Taxi Scrip Program provides an 85% fare subsidy to ADA certified residents offering an alternative to traditional paratransit.

The City of Vallejo has been operating the Baylink Ferry service since 1986. The Baylink Ferry operates between Vallejo and San Francisco with complementary bus service on Rt. 200. The Ferry will not be part of the SolTrans JPA as State legislation has directed that the Baylink Ferry operation be transferred to the Water Emergency Transportation Authority (WETA). This will be discussed in further detail in Chapter 7 in this Transition Plan.

5.2 Status of Service Planning and Planning Studies

One of the first tasks of the new JPA will be to prepare a joint Short Range Transit Plan for the combined services. Vallejo Transit had been scheduled to complete a mini-SRTP to cover the Benicia/Vallejo service area in FY2010-11. The development of a full Benicia/Vallejo SRTP would be managed by the new JPA and be the first opportunity to review how services, fleets, and other capital can be combined to maximize cost efficiencies and streamline service for the public.

5.3 Operating Contract Opportunities

The staff has reviewed the operating contracts with MV. There are three contracts that cover the various services in Vallejo and Benicia. The City of Vallejo has two contracts; one providing fixed route services, the other providing RunAbout paratransit service. The City of Benicia has one contract covering all of its services. A comparison of key contract provisions between the three documents has been prepared. There are several options for the transition of these contracts to the JPA. A brief review of the options follows:

Option 1: Roll the RunAbout and Benicia contracts into the Vallejo fixed route agreement. This option has been explored with City procurement staff and in a general inquiry to Federal Transit Administration (FTA). The feedback from both sources is that this would constitute a cardinal change in the agreement for fixed route services and that FTA would require that the contract be rebid.

Option 2: Split the Benicia services between fixed route and paratransit and roll the respective portions into either the Vallejo fixed route agreement or the RunAbout

agreement. This would align the services with the comparable Vallejo agreement. Both the Vallejo RunAbout and Benicia Breeze contracts envisioned the possible incorporation of the Vallejo and Benicia service when originally put out to bid. So certain provisions in the agreement set the stage for such consolidation. Adding the Benicia fixed route portion to the Vallejo fixed route contract would likely be an immaterial change not triggering an FTA requirement to rebid nor a renegotiation of the contract rate due to the relative size of the fixed route portion of the Benicia contract.

Option 3: Roll the entire Benicia contract into the RunAbout contract. This option would be based in part on the concept that the Benicia service pattern and approach is better suited and more like the RunAbout contract than it is the Vallejo fixed route service. Taking this approach would not involve any union implications if the service remains at the Bennett Street location currently shared by Vallejo RunAbout and Benicia Breeze as the only employees represented by a bargaining unit today are the Vallejo fixed route employees.

Option 4: Continue operating all three contracts separately but under the management of the JPA. All three agreements contain provisions allowing the assignment of the contracts to a new governmental agency if one is created. This would be a simple alternative and not require doing anything to the agreements at this time. This approach would not realize the benefits of consolidating to save cost.

The base terms of all three of the operating contracts expire in 2011. The Vallejo fixed route contract expires on March 31, 2011. The Vallejo RunAbout contract and the Benicia Breeze contracts both expire on June 30, 2011. If significant adjustments to the agreements and consequently the total operating cost cannot be achieved in negotiations with MV, the services could all be combined into a single RFP and a new solicitation could be conducted in anticipation of the contract expiration date of June 30, 2011. A three-month extension would have to be negotiated to extend the fixed route contract to the June 30 date.

The contracts have been reviewed and a comparison matrix prepared. The service contracts are expected to continue in their current form at the time of the SolTrans JPA formation. After SolTrans JPA staff has been established to oversee the contracts, the service contracts will be transferred to the JPA. Both of these actions are projected to occur in the Spring of 2011. The transfer could be done via simple reassignment as outlined in Option 4 above or Options 1, 2 or 3 may be the preferred approach by the new SolTrans JPA. This is recommended to be determined by the new JPA after it is formed.

Section 6: CAPITAL PROJECTS DELIVERY

6.1 Facilities

Benicia Breeze and Vallejo Transit are responsible for the construction of capital projects required to meet the transit system operating needs and for the purchase of bus and paratransit fleets (revenue vehicles), other vehicles and equipment. The new agency will have similar responsibilities.

As provided for in the Joint Powers Agreement and as described in Section 3 of this plan, the assets currently owned by the two agencies will be given access to or transferred to Solano County Transit. Maintenance of these capital assets will be the responsibility of the new agency.

The City of Vallejo Public Works Department is responsible for the design and construction of the Vallejo Station Intermodal Facility, a multimodal, mixed-use waterfront transportation facility intended to be the principal transit hub serving the City of Vallejo as well as providing a gateway to the North Bay and Solano County. Funded with a variety of transit capital funding sources, one of the first key elements of the Vallejo Station is the Downtown Bus Transfer Center which is currently under construction and is planned to be completed in 2011. The overall Vallejo Station project will continue to be managed by the City of Vallejo while Vallejo Transit and Benicia Breeze transition to SolTrans. Once completed, agreements between the City and SolTrans for the asset ownership, leasing, management, operation and maintenance of the station will be needed.

Similarly, expansion plans for the Curtola Park and Ride Facility are currently under the management of the City of Vallejo Public Works Department. The project will continue to be managed by the City of Vallejo while the transit consolidation proceeds. Design of the facility will be coordinated with SolTrans who will operate the service using the facility. Once complete, agreements will be needed between the City and SolTrans for the asset ownership, leasing, management, operation and maintenance of the facility.

Management of future construction projects undertaken by SolTrans will follow requirements of the funding agencies contributing to the project. For example, projects funded with Federal Transit Administration (FTA) funds must follow FTA guidelines including third party contracting guidelines. Future construction projects may involve contracts with the Cities in which the project is located for project management assistance, and or for other phases of project delivery.

6.2 Vehicle Procurements

Procurement of vehicles and equipment will be managed by SolTrans, and are not anticipated to require assistance from Benicia or Vallejo.

Section 7: OTHER ISSUES

7.1 WETA Transition

In addition to operating bus service, the City of Vallejo operates the Baylink Ferry Service. The Baylink Ferry operates seven days a week between Vallejo and San Francisco. Vallejo owns four ferryboats and operates a complementary bus route (Rt. 200). Rt. 200 serves only the two ferry terminals (Vallejo and San Francisco), uses the same fare instrument, and has a schedule integrated with the ferry schedule. Rt. 200 has also provided back-up when the ferry ridership is over capacity or when trips are cancelled typically for mechanical reasons. The ferry service is operated by contract with Blue and Gold and the Rt. 200 as part of the overall MV bus operations contract.

In 2007, the California State Legislatures approved SB 976 that directed that the Vallejo Baylink Ferry be one of two existing Bay Area ferry services to be transferred to the Water Emergency Transportation Authority (WETA). Follow-up legislation approved in 2008 (SB 1093) approved and further clarified this transition and superseded SB976. The City of Vallejo has been in discussions with WETA since that time to coordinate the transfer of the service and related assets. The timing of the transfer is currently expected to occur July 2011. Until the service is transferred, the City of Vallejo will continue to operate the Baylink ferryboat and bus service. After the transfer of ferry service to WETA, it has been expected that the Rt. 200 bus service will be contracted back to SolTrans with full cost recovery. The level of Rt. 200 service came under review in September 2010. The draft term sheet between WETA and Vallejo includes references to Vallejo Transit/JPA including potential contracting with Vallejo Transit/JPA and/or a private contract service provider for Rt. 200. The draft term sheet also includes that Vallejo Transit/JPA “will covenant not to run a Transbay bus service that will compete with Rt. 200.” There also needs to be clarity on the future use of Federal 5307 funds currently designated to the Vallejo Urbanized Area and how these will be shared for capital needs of the SolTrans bus and WETA ferry systems.

With bus operations and ferry service both serving the Vallejo, there is expected to be on-going coordination with WETA on the issues mentioned about and other issues. Riders of both the buses and ferry will use the parking and ticketing facilities at the existing and improved Vallejo Station as well as other ticketing locations. Agreements will need to be entered into concerning operations, maintenance, signage and security for these shared resources with not only WETA but also the City of Vallejo. Transfer agreements between operations will need to be secured consistent with existing policies and implementation of the new regional electronic fare card (Clipper) coordinated.

7.2 Downtown Vallejo Bus Transfer Center – Administration Building

The City of Vallejo is currently constructing the Downtown Bus Transfer Center. This facility will replace the York/Marin transfer location that had been the main transfer hub for many years. The new Downtown Bus Transfer Center will be a bus-only facility located between Santa Clara

and Sacramento Streets in what had been parking lots behind retail and commercial buildings on Maine and Georgia Streets; it will be adjacent and connected to the future Vallejo Station.

Along with the multiple bus bays the transfer center will include a new 5,000 square foot, two-story Administration Building. The building will provide a breakroom for drivers, restrooms, a bus ticket sales outlet, and video security monitoring. The building has also been planned to house Vallejo Transit administrative staff on the second floor. There will be space for multiple offices, work area, and a conference room. There is adequate space for the proposed staffing for the new SolTrans organization.



Although a conference room will be located in the Administration Building, it will not be large enough for SolTrans Board meetings. It is recommended the JPA Board meetings be alternately held at the Benicia and Vallejo City Council Chambers.

Construction began on the Downtown Bus Transfer Center in Summer 2010 and is projected to conclude by Spring 2011. Once the building is complete, SolTrans staff is expected to be located there.

Section 8: IMPLEMENTATION SCHEDULE

Solano County Transit (SolTrans)

Action	Revised 6/21/10	Revised 10/15/10
Final Agreement Prepared	May 2010	Completed
Select Interim Executive Director for MOU/JPA	May 2010	Completed
Draft Transition Plan: per MOU (Draft JPA agreement, By-laws, etc.)	June 2010	Completed
JPA Agreement and Transition Plan Reviewed by Jurisdictions (Council Briefings)		July - September
JPA Agreement and Transition Plan <i>Revised</i> and recommended for Approval by Coordinating Committee		October/November
JPA Agreement and Transition Plan Adopted by Jurisdictions	June/July/August 2010	October
Interim Service Adjustments Implemented by City of Vallejo (reviewed by Coordinating Committee)	FY2010-11	FY2010-11
JPA Board Meets for First Time Board members sworn in Interim Executive Director appointed	September 2010	December 2010/ January 2011
Recruitment of JPA Executive Director	September 2010 - January 2011	January 2011 – April 2011
JPA Board enters into agreements (accounting, HR, legal, etc.)	September 2010 – December 2010	January 2011 – March 2011
Develop joint ² Short Range Transit Plan (SRTP) and Capital Improvement Plan (CIP) – released by City of Vallejo on behalf of SolTrans	September 2010-April 2011	November 2010 – June 2011
Obtain FTA Grantee Status		January – May 2011
Transition of Staff to JPA Employment	April 1, 2011	June 1, 2011
Transition of Service Contracts to JPA	April 1, 2011	July 2011
Development of Access or Use Agreements, Transfer of Assets		June 2011- October 2011

² Contingent upon approval of JPA

Transfer of Grants, contingent upon approval of Grantee Status		June 2011- September 2011
Adopt SRTP, CIP	April 2011	June/July 2011
Service Changes Implemented by JPA	July – Sept 2011	July – June 2012
Transfer of Assets Completed		One year after execution of JPA

APPENDIX A

BUDGET

APPENDIX A

FY 2010-11 Combined Solano County Transit Budget

Revenues

	Vallejo	Benicia	JPA
	FY2010/11		
	Revised	Projected	Proj Total
Bus Revenues			
Fares	\$3,021,000	\$50,000	\$3,071,000
FTA Section 5307 Operating Assistance			-
FTA Section 5307 Preventive Maintenance			-
FTA ARRA Preventive Maintenance	1,339,813		1,339,813
FTA Section 5311 Non-Urbanized Area	180,000		180,000
FTA Section 5316 JARC	400,000		400,000
FTA Section 5317 NF			-
STAF Operating Assistance - Vallejo Rev Base			-
STAF Operating Assistance - Vallejo Prop 42			-
STAF Operating Assistance - Benicia Rev Base		18,245	18,245
STAF Operating Assistance - Benicia Prop 42			-
STAF Operating Assistance - Solano County Pop Base			-
STAF Lifeline	200,000		200,000
Regional Measure 2 (RM-2)	1,223,840		1,223,840
Transportation Development Act (TDA)	3,093,847	512,415	3,606,262
Intercity Funding Agreement	400,000	(65,660)	334,340
Bridge Toll AB 664 PM			-
Other revenues	20,500	10,000	30,500
Bus Revenues Subtotal	9,879,000	525,000	10,404,000
Ferry Revenues			
Fares	6,320,000		6,320,000
FTA Section 5307 Preventive Maintenance	1,000,000		1,000,000
Bridge Toll 2% Revenue Program	400,000		400,000
Bridge Toll 5% Unrestricted State Funds	1,300,000		1,300,000
Regional Measure 2 (RM-2)	2,740,500		2,740,500
One-time Solano County			-
Supplemental Regional Measure 2 (WETA) for Contingency	2,174,500		2,174,500
Transportation Development Act (TDA)			-
Transportation Development Act (TDA) One time			-
State Transit Assistance - One time			-
Terminal Leases	19,000		19,000
Transfer In, General Fund			-
Labor Day Weekend Service (BATA)			-
Other revenues	2,000		2,000
Ferry Revenues Subtotal	13,956,000	-	13,956,000
Paratransit Revenues			
Fares - Existing	118,000	13,000	131,000
FTA Section 5307 10% ADA set-aside	667,000		667,000
STAF Operating Assistance			-
Transportation Development Act (TDA)	350,000	404,000	754,000
Paratransit Revenues Subtotal	1,135,000	417,000	1,552,000
Taxi Scrip Revenues			
Taxi Coupon Sales - Local	138,000	3,735	141,735
Taxi Coupon Sales - Regional	15,000		15,000
Transportation Development Act (TDA)	106,000	7,265	113,265
Taxi Scrip Revenues Subtotal	259,000	11,000	270,000
FAREBOX REVENUES	9,597,000	66,735	9,678,735
FUNDING SOURCE REVENUES	15,632,000	886,265	16,503,265
Total, Revenues	\$25,229,000	\$953,000	\$26,182,000

FY 2010-11 Combined Solano County Transit Budget

Expenditures	Vallejo	Vallejo	Benicia	JPA
	FY2010/11			
	Projected	Revised	Projected	Proj Total
Bus Expenses				
Operating Contract	8,537,000	8,537,000	355,000	8,892,000
Fuel	1,777,000	1,777,000	57,000	1,834,000
Insurance costs	400,000	400,000		400,000
Security	136,000	136,000		136,000
Bus Facility Maintenance	62,000	62,000		62,000
Bus Maintenance			19,000	19,000
Utilities	32,000	32,000		32,000
Printing	13,000	13,000		13,000
Professional Services	25,000		6,000	6,000
Route 200: Transfer costs to WETA	(1,481,000)	(1,481,000)		(1,481,000)
Ferry Ticket Office Transfer to Ferry	(177,000)	(177,000)		(177,000)
General Administration - Ferry Absorb				-
General Administration - Bus	611,721	580,000	88,000	668,000
Bus Expenses Subtotal	9,935,721	9,879,000	525,000	10,404,000
Ferry Expenses				
Operating Contract	6,408,000	6,408,000		6,408,000
Professional Services	128,000	128,000		128,000
Fuel	4,518,000	4,518,000		4,518,000
Dry Docking	180,000	180,000		180,000
Security	68,000	68,000		68,000
Space Rental & Lease Dockage Fees	74,000	74,000		74,000
Building Maintenance	74,000	74,000		74,000
Utilities	106,000	106,000		106,000
Printing	14,000	14,000		14,000
Route 200 Costs	1,481,000	1,481,000		1,481,000
Ferry Ticket Office from Bus	177,000	177,000		177,000
General Administration	667,000	632,000		632,000
Ferry Expenses Subtotal	13,895,000	13,860,000	-	13,860,000
Paratransit Expenses				
Operating Contract - Existing	1,024,000	1,024,000	328,000	1,352,000
Fuel	44,000	44,000		44,000
Maintenance			45,000	45,000
Printing	9,000	9,000		9,000
General Administration	60,000	58,000	44,000	102,000
Paratransit Expenses Subtotal	1,137,000	1,135,000	417,000	1,552,000
Taxi Scrip Expenses				
Scrips Payments - Local	230,000	230,000	11,000	241,000
Scrips Payments - Regional	15,000	15,000		15,000
General Administration	15,000	14,000		14,000
Taxi Scrip Expenses Subtotal	260,000	259,000	11,000	270,000
OPERATING CONTRACT	9,561,000	9,561,000	683,000	10,244,000
OTHER EXPENSES	1,771,721	1,712,000	270,000	1,982,000
Total, Expenses	11,332,721	\$25,133,000	\$953,000	\$26,086,000

City of Vallejo - Vallejo Transit
 Ten Year - FY 2009/10 - FY 2018/19
 Detailed Operating Expenditure by Mode

-12%

	Vallejo		Benicia		JPA	FY 2010/11 - FY 2018/19												
	Projected	Revised	Projected	Proj Total		FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19				
Bus Expenses																		
Operating Contract	8,537,000	8,537,000	355,000	8,892,000	9,159,000	9,434,000	9,716,000	10,008,000	10,308,000	10,617,000	10,936,000	11,264,000						
Fuel	1,777,000	1,777,000	57,000	1,834,000	1,870,000	1,929,000	1,987,000	2,046,000	2,105,000	2,163,000	2,222,000	2,280,000						
Insurance costs	400,000	400,000		400,000	412,000	424,000	437,000	450,000	464,000	478,000	492,000	507,000						
Security	136,000	136,000		136,000	140,100	144,500	148,600	153,100	157,700	162,400	167,300	172,300						
Bus Facility Maintenance	62,000	62,000		62,000	63,900	65,800	67,800	69,800	71,900	74,100	76,300	78,600						
Bus Maintenance	32,000	32,000	19,000	51,000	20,000	21,000	22,000	23,000	24,000	25,000	26,000	27,000						
Utilities	13,000	13,000		13,000	13,400	13,800	14,200	14,600	15,000	15,500	16,000	16,500						
Printing	25,000	25,000	6,000	31,000	13,400	6,000	6,000	6,000	6,000	6,000	6,000	6,000						
Professional Services	(1,481,000)	(1,481,000)	(1,481,000)	(4,443,000)	(1,541,000)	(1,672,000)	(1,722,000)	(1,774,000)	(1,827,000)	(1,881,000)	(1,937,000)	(1,994,000)						
Route 200: Transfer costs to WETA	(177,000)	(177,000)		(177,000)	(182,000)	(187,000)	(193,000)	(199,000)	(205,000)	(211,000)	(217,000)	(224,000)						
Ferry Ticket Office Transfer to Ferry					650,000	670,000	690,000	711,000	732,000	754,000	777,000	800,000						
General Administration - Ferry Absorb					596,000	614,000	632,000	651,000	671,000	691,000	712,000	733,000						
General Administration - Bus	611,721	580,000	88,000	668,000	11,240,400	11,496,900	11,840,600	12,195,600	12,559,800	12,932,300	13,316,000	13,707,000						
Bus Expenses Subtotal	9,935,721	9,879,000	524,000	10,404,000	11,240,400	11,496,900	11,840,600	12,195,600	12,559,800	12,932,300	13,316,000	13,707,000						
Ferry Expenses																		
Operating Contract	6,408,000	6,408,000		6,408,000	6,408,000	6,408,000	6,408,000	6,408,000	6,408,000	6,408,000	6,408,000	6,408,000						
Professional Services	128,000	128,000		128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000						
Fuel	4,518,000	4,518,000		4,518,000	4,518,000	4,518,000	4,518,000	4,518,000	4,518,000	4,518,000	4,518,000	4,518,000						
Dry Docking	180,000	180,000		180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000						
Security	68,000	68,000		68,000	68,000	68,000	68,000	68,000	68,000	68,000	68,000	68,000						
Space Rental & Lease Dockage Fees	74,000	74,000		74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000						
Building Maintenance	74,000	74,000		74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000	74,000						
Utilities	106,000	106,000		106,000	106,000	106,000	106,000	106,000	106,000	106,000	106,000	106,000						
Printing	14,000	14,000		14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000						
Route 200 Costs	1,481,000	1,481,000		1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000	1,481,000						
Ferry Ticket Office from Bus	177,000	177,000		177,000	177,000	177,000	177,000	177,000	177,000	177,000	177,000	177,000						
General Administration	657,000	632,000		632,000	632,000	632,000	632,000	632,000	632,000	632,000	632,000	632,000						
Ferry Expenses Subtotal	13,895,000	13,860,000	-	13,860,000	13,860,000	13,860,000	13,860,000	13,860,000	13,860,000	13,860,000	13,860,000	13,860,000						
Paratransit Expenses																		
Operating Contract - Existing	1,024,000	1,024,000	328,000	1,352,000	1,406,000	1,449,000	1,492,000	1,537,000	1,583,000	1,630,000	1,679,000	1,729,000						
Fuel	44,000	44,000		44,000	45,000	46,000	47,000	48,000	49,000	50,000	51,000	52,000						
Maintenance	9,000	9,000	45,000	54,000	46,000	47,000	48,000	49,000	50,000	51,000	52,000	53,000						
Printing	60,000	60,000		60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000						
General Administration	1,137,000	1,135,000	417,000	1,552,000	1,566,300	1,613,600	1,661,900	1,711,200	1,761,500	1,814,800	1,869,100	1,925,400						
Paratransit Expenses Subtotal	2,274,000	2,272,000	790,000	3,062,000	3,066,300	3,133,600	3,223,800	3,325,200	3,438,000	3,561,600	3,691,100	3,827,800						
Taxi Script Expenses																		
Script Payments - Local	230,000	230,000	11,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000						
Script Payments - Regional	15,000	15,000		15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000						
General Administration	15,000	14,000		14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000						
Taxi Script Expenses Subtotal	260,000	259,000	11,000	270,000	270,000	270,000	270,000	270,000	270,000	270,000	270,000	270,000						
OPERATING CONTRACT	9,561,000	9,561,000	683,000	10,244,000	10,265,000	10,883,000	11,208,000	11,545,000	11,891,000	12,247,000	12,615,000	12,993,000						
OTHER EXPENSES	1,771,721	1,712,000	270,000	1,982,000	2,411,700	2,497,500	2,564,500	2,631,800	2,700,300	2,770,100	2,840,100	2,909,400						
Total, Expenses	11,332,721	11,273,000	953,000	12,226,000	12,676,700	13,380,500	13,772,500	14,176,800	14,591,300	15,017,100	15,455,100	15,902,400						
Annual price per gallon	\$3.14	\$3.14	\$3.14	\$3.14	\$3.20	\$3.30	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.90						
Growth	5%		5%	5%	2%	3%	3%	3%	3%	3%	3%	3%						
Fuel Annual Consumption (in gallons)																		
Ferry	1,439,000	1,439,000		1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000						
Bus	566,000	566,000	18,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155						
Paratransit	14,000	14,000		14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000						
Total	2,019,000	2,019,000	18,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155						

Note: All other expenditures are projected to increase by 3% annually.

General Admin costs	1,353,721	1,284,000	132,000	1,416,000	1,320,000	1,360,000	1,400,000	1,442,000	1,485,000	1,529,000	1,575,000	1,621,000
				313	-7%	3%	3%	3%	3%	3%	3%	3%

APPENDIX B

CAPITAL ASSETS

APPENDIX B

City of Benicia
 Transit - Schedule of Capital Assets
 As of June 30, 2009

Z:\My Documents\SolTrans SoCo Transit\Transition Plan\070210 Transition Plan\[(06) Appendix B Capital Assets Ben, transit capital assets (4).xls]Transit

Sys No	Ext	In Svc Date	Est Life	Acquired Value	Prior	Current	Accum Depn
					Accum Depn	Depreciation	
Class = Equipment							
002468	Fd Cutaway	09/26/95	07 00	12,616.75	12,616.75	0.00	12,616.75
002809	35' Gillig bus	05/22/00	12 00	266,525.39	180,856.52	22,210.45	203,066.97
002810	35' Gillig bus	05/22/00	12 00	266,525.39	180,856.52	22,210.45	203,066.97
002866	Gillig Phantom	09/22/00	12 00	267,397.00	172,693.87	22,283.08	194,976.95
002867	00 Venura minivan	12/22/00	05 00	32,947.00	32,947.00	0.00	32,947.00
002992	00 Venura minivan	02/22/01	05 00	32,895.84	32,895.84	0.00	32,895.84
002993	00 Ford cutaway	07/18/01	07 00	58,760.91	58,061.40	699.51	58,760.91
002994	00 Ford cutaway	07/19/00	07 00	59,527.25	59,527.25	0.00	59,527.25
003159	03 Toyota Prius	04/08/03	06 00	21,350.45	18,681.65	2,668.80	21,350.45
003254	DAR vehicle	06/30/04	05 00	2,080.00	1,664.00	416.00	2,080.00
003321	06 Eldorado Aerotech	11/30/05	05 00	51,374.49	26,543.49	10,274.90	36,818.39
003322	06 Eldorado Aerotech	11/30/05	05 00	51,374.50	26,543.49	10,274.90	36,818.39
003323	06 Eldorado Aerotech	11/30/05	05 00	51,374.49	26,543.49	10,274.90	36,818.39
003324	Bus fareboxes	12/30/05	05 00	30,230.57	15,115.28	6,046.11	21,161.39
003330	Farebox, decals, shelt	06/22/06	05 00	18,983.23	7,593.30	3,796.65	11,389.95
003364	07 Cutaway-starcraft	06/30/07	07 00	62,519.02	8,931.29	8,931.29	17,862.58
003452	08 Cutaway-starcraft	06/30/08	07 00	74,419.39	0.00	10,631.34	10,631.34
003454	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003455	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003456	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003457	Particulate traps	06/30/08	07 00	133,275.61	0.00	19,039.37	19,039.37
003458	Foothill bus-donated	06/30/08	07 00	25,829.91	0.00	3,689.99	3,689.99
003459	Foothill bus-donated	06/30/08	07 00	20,352.24	0.00	2,907.46	2,907.46
003460	Foothill bus-donated	06/30/08	07 00	3,234.03	0.00	462.01	462.01
003461	Foothill bus-donated	06/30/08	07 00	18,991.76	0.00	2,713.11	2,713.11
003462	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
Class = E				1,650,039.10	862,071.14	172,023.72	1,034,094.86
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				1,650,039.10	862,071.14	172,023.72	1,034,094.86
Count = 26							
Class = Structure							
002558	Bus stops	06/30/97	05 00	5,000.00	5,000.00	0.00	5,000.00
Class = S				5,000.00	5,000.00	0.00	5,000.00
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				5,000.00	5,000.00	0.00	5,000.00
Count = 1							
Division = TRANSIT				1,655,039.10	867,071.14	172,023.72	1,039,094.86
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				1,655,039.10	867,071.14	172,023.72	1,039,094.86
Count = 27							

City of Vallejo
 Transportation Division
 Capital Assets Listing
 FY 2009-10
 6/30/2010

#	Asset Description	Purpose/Use	Veh Useful Life	Acquisition Date	Asset Age	Replace Year	% of Share	Federal Grant No.	% of Share	Local Match Fund Source	Asset Location	Size	Year of Acquisition	Acquisition Costs	Accumulated Depreciation	Book Value
1	1983 RTS's	Transit Bus	12	9/1/1983	27		80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1983	128,194.77	90,804.62	37,390.15
2	1983 RTS's	Transit Bus	12	9/1/1983	27		80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1983	128,194.77	90,804.62	37,390.15
3	1983 RTS's	Transit Bus	12	9/1/1983	27		80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1983	128,194.77	90,804.62	37,390.15
4	1983 RTS's	Transit Bus	12	11/1/1983	27		80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1983	128,194.77	90,804.62	37,390.15
5	1983 RTS's	Transit Bus	12	11/1/1983	27		80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1983	128,194.77	90,804.62	37,390.15
6	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
7	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
8	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
9	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
10	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
11	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
12	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
13	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
14	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
15	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
16	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
17	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
18	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
19	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
20	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
21	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
22	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
23	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
24	1985 Transit Bus	Transit Bus	12	3/1/1985	15		80%	CA-90-X596	20%	State/AB 664	1850 Broadway	length: 40'	1985	175,000.00	175,000.00	-
25	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
26	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
27	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
28	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
29	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
30	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
31	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
32	2001 Transit Bus	Transit Bus	12	10/1/2001	9	2013	80%	CA-90-X889	20%	State/AB 664	1850 Broadway	length: 40'	1995	175,000.00	175,000.00	-
33	1987 MCI TMC	Transit Bus	12	8/1/1987	23		80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 45'	1987	121,346.36	85,953.65	35,392.71
34	1987 MCI TMC	Transit Bus	12	6/1/1987	23		80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 45'	1987	121,346.36	85,953.65	35,392.71
35	1987 MCI TMC	Transit Bus	12	7/1/1987	23		80%	CA-90-X989	20%	State/AB 664	1850 Broadway	length: 45'	1987	121,346.36	85,953.65	35,392.71
36	2001 MCI	Transit Bus	12	6/1/2001	9	2013	80%	CA-03-0547	20%	State/AB 664	1850 Broadway	length: 45'	2001	410,712.00	325,147.00	85,565.00
37	2001 MCI	Transit Bus	12	6/1/2001	9	2013	80%	CA-03-0547	20%	State/AB 664	1850 Broadway	length: 45'	2001	410,712.00	325,147.00	85,565.00
38	2001 MCI	Transit Bus	12	6/1/2001	9	2013	80%	CA-03-0547	20%	State/AB 664	1850 Broadway	length: 45'	2001	410,712.00	325,147.00	85,565.00
39	2003 MCI	Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	414,745.28	259,215.78	155,529.50
40	2003 MCI	Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	414,745.28	259,215.78	155,529.50
41	2003 MCI	Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	414,745.28	259,215.78	155,529.50
42	2003 MCI	Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	414,745.28	259,215.78	155,529.50
43	2003 MCI	Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	414,745.28	259,215.78	155,529.50
44	2003 MCI	Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	State/AB 664	1850 Broadway	length: 45'	2003	414,745.28	259,215.78	155,529.50

26	IN-BUS MONITORING SYSTEM (CAMEI) Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	AB 664	BL31	8,892.47	5,254.62	3,637.85
27	IN-BUS MONITORING SYSTEM (CAMEI) Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	AB 664	BL36	8,892.47	5,254.66	3,637.85
28	IN-BUS MONITORING SYSTEM (CAMEI) Transit Bus	12	12/20/2003	7	2016	80%	CA-90-Y130	20%	AB 664	BL37	8,892.47	5,254.62	3,637.85
											248,989.20	147,129.40	101,859.80

Paratransit Vans

1	2006 Ford Van	7	6/20/2006	4	2012	80%	CA-90-X327	20%	TDA	3215 Sonoma	16 passenger van	70,460.01	26,429.96	44,030.03
2	2006 Ford Van	7	6/20/2006	4	2012	80%	CA-90-X327	20%	TDA	3215 Sonoma	16 passenger van	70,460.01	26,429.98	44,030.03
3	2006 Ford Van	7	6/20/2006	4	2012	80%	CA-90-X327	20%	TDA	3215 Sonoma	16 passenger van	70,460.01	26,429.98	44,030.03
4	2001 Ford F350 Type 2	7	7/1/2001	9	2006	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	16 passenger van	55,709.80	55,709.80	-
5	2001 Ford F350 Type 2	7	7/1/2001	9	2006	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	16 passenger van	55,709.80	55,709.80	-
6	2001 Ford F350 Type 2	7	7/1/2001	9	2006	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	16 passenger van	55,709.80	55,709.80	-
7	2001 Ford F350 Type 2	7	7/1/2001	9	2006	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	16 passenger van	55,709.80	55,709.80	-
8	2001 Ford F350 Type 2	7	7/1/2001	9	2006	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	16 passenger van	55,709.80	55,709.80	-
9	2001 Ford F350 Type 2	7	7/1/2001	9	2006	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	16 passenger van	55,709.80	55,709.80	-
10	2001 Ford F350 Type 2	7	7/1/2001	9	2006	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	16 passenger van	55,709.80	55,709.80	-
11	2001 Ford F350 Type 2	7	12/1/2001	9	2006	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	16 passenger van	55,709.80	55,709.80	-
12	2001 Ford F350 Type 2	7	12/1/2001	9	2006	80%	CA-90-X989	20%	TDA	3215 Sonoma Blvd	16 passenger van	55,709.80	55,709.80	-
											712,828.23	580,678.14	132,150.09	

Service Vehicles

2000 Ford Windstar	5	5/7/2000	10			60%	CA-90-X358	20%	AB 664	1850 Broadway	Support Vehicle	18,778.69	18,778.69	-
2001 Taurus	5	5/1/2002	8			80%	CA-90-Y083	20%	AB 664	1850 Broadway	Support Vehicle	15,518.54	15,518.54	-
2001 Taurus	5	5/1/2002	8			80%	CA-90-Y083	20%	AB 664	1850 Broadway	Support Vehicle	15,518.54	15,518.54	-
2002 Ford F150	5	5/1/2002	8			80%	CA-90-Y083	20%	AB 664	1850 Broadway	Support Vehicle	17,721.88	17,721.88	-
											67,537.65	67,537.65	-	

Capitalized Rehabilitation

Engine Retrofit (30) Buses	3	6/30/2006	4	2009	80%	CA-90-Y130	20%	AB 664	1850 Broadway			638,257.89	-	-
Repair Bus Fleet-T-PAINT	2	6/30/2008	2	2010	80%	CA-90-Y199	20%	TDA 4	1850 Broadway			210,656.75	-	-
Bus Signage-TSIGN	2	6/30/2008	2	2010	80%	CA-90-Y199	20%	TDA 4	1850 Broadway			36,357.36	-	-
											885,272.00	885,272.00	-	

Administration and Maintenance Facility Building

Admin/Maint Facility - Land	50	3/1/89	21	2039	80%	CA-09-0042, CA-09-0036	20%	STP & AB 664	1850 Broadway	Land		374,546.00	374,546.00	-
Admin/Maint Facility - Building	50	3/1/89	21	2039	80%	CA-09-0042, CA-09-0036	20%	STP & AB 664	1850 Broadway	Construction - Bulk		1,033,000.00	516,500.03	-
Admin/Maint Facility - Vehicle Wash	50	3/1/89	21	2039	80%	CA-09-0042, CA-09-0036	20%	STP & AB 664	1850 Broadway	A & E - Building		37,300.00	18,649.98	-
Admin/Maint Facility - Bus Terminal	50	3/1/89	21	2039	80%	CA-09-0042, CA-09-0036	20%	STP & AB 664	1850 Broadway			25,300.00	22,789.96	-
Security Tower	45	3/1/1989	21	2034	80%	CA-09-0042, CA-09-0036	20%	STP & AB 664	York & Main Parking Lot			7,707.00	2,312.06	-
Security Tower	45	3/1/1989	21	2034	80%	CA-09-0042, CA-09-0036	20%	STP & AB 664	Curdola & Lemon Parking Lot			7,707.00	2,140.79	-
Samoa Transit Center	45	6/30/2006	4	2051	80%	CA-90-Y130 & Y240	20%	STP & AB 664	Serenio Street			1,778,835.89	98,824.13	1,680,011.76
Lift Gate (UPR)	5	1/1/1985	26	1990	100%	Local \$\$			1850 Broadway			5,100.00	5,100.00	-
Break Room	5	6/30/2006	5	2010	100%	CA-90-X358			1850 Broadway			5,219.99	5,219.99	-
Fleet Maint. Shwre	5	5/1/91	19	1996	80%	CA-90-X358			1850 Broadway			8,500.00	8,500.00	-
Trapeze Washer	5	5/28/2004	6	2009	100%	STA			1850 Broadway			108,867.33	108,867.33	-
Pressure Washer	5	9/23/2008	2	2013	80%	CA-90-Y414			1850 Broadway			8,624.38	1,724.86	-
Tire Changer (Machine)	5	1/1/2008	2	2013	80%	CA-90-Y327			1850 Broadway			8,202.01	1,640.40	-
GROUP OF PAVING/CURBING	20	10/11/1988	22	2008	80%	CA-09-0042, CA-09-0036	20%	Bridge Toll AB 664	1850 Broadway			219,000.00	219,000.00	-
GROUP OF FENCING	20	10/11/1988	22	2008	80%	CA-09-0042, CA-09-0036	20%	Bridge Toll AB 664	1850 Broadway			219,000.00	219,000.00	-
GROUP OF OUTDOOR LIGHTING	20	10/11/1988	22	2008	80%	CA-09-0042, CA-09-0036	20%	TDA & STAF	1850 Broadway			15,400.00	15,400.00	-
GROUP OF PAVING/CURBING	20	10/11/1988	22	2008	80%	CA-09-0042, CA-09-0036	20%	TDA & STAF	1850 Broadway			36,600.00	36,600.00	-
GROUP OF PAVING/CURBING	20	10/11/1988	22	2008	80%	CA-09-0042, CA-09-0036	20%	TDA & STAF	1850 Broadway			297,000.00	215,325.00	81,675.00
GROUP OF OUTDOOR LIGHTING	20	10/11/1988	22	2008	80%	CA-09-0042, CA-09-0036	20%	TDA & STAF	1850 Broadway			90,500.00	36,612.50	53,887.50
Bus Shelter	20	6/30/2009	1	2029	80%	CA-90-Y414	20%	Prop IB	Bus Stop			5,677.00	283.84	5,393.16
Bus Shelter	20	6/30/2009	1	2029	80%	CA-90-Y414	20%	Prop IB	Bus Stop			5,677.00	283.84	5,393.16
											4,038,345.61	1,315,754.63	2,723,590.98	

Total, Recorded Depreciable and Non-Depreciable Assets

											27,482,565.46	18,212,273.03	9,270,292.43
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APPENDIX C

GRANTS LIST

APPENDIX C

City of Benicia
Local Transportation Fund
 Capital Improvement Projects
 As of 6/30/2010

Project Description	Mode	BUDGET	Year-to-date		Remaining Balance	Remaining Federal Balance		Remaining State and Local Balance			Remaining Total
			Actual Expenses	Year-to-date		FTA	Grant No.	Date Executed	STAF	Carl Moyer	
Fueling Station Upgrade/Bus Shelter Replacement	Bus	\$ 132,000.00	\$ 57,104.50	\$ 74,895.50	\$ 74,895.50	\$ 74,895.50	CA-96-X068-00	3/18/2009			\$ 74,895.50
Bus Rehab & Install Particulate Traps	Bus	\$ 571,600.00	\$ 279,137.43	\$ 292,662.57	\$ 292,662.57	\$ 234,130.06	CA-96-Y725-00	6/1/2007			\$ 234,130.06
Maintenance Facility	Bus	\$ 550,000.00			\$ 440,000.00		TBD				
Cutaway Bus Replacement	Bus	\$ 73,462.50			\$ 58,770.00		TBD				
Administrative Car	Bus	\$ 27,118.75			\$ 21,695.00		TBD				
Mirivan (2)	Bus	\$ 100,130.00			\$ 80,104.00		TBD				
Radio Equipment	Bus	\$ 40,000.00			\$ 32,000.00		TBD				
Additional Preventive Maintenance	Bus	\$ 26,250.00			\$ 21,000.00		TBD				
Purchase Shop Equipment	Bus	\$ 100,000.00			\$ 80,000.00		TBD				
Shop Truck Replacement	Bus	\$ 40,000.00			\$ 32,000.00		TBD				
Security Cameras on Buses	Bus	\$ 90,000.00			\$ 72,000.00		TBD				
GFI Fanfare Fare Collection System	Bus	\$ 65,000.00			\$ 52,000.00		TBD				
Security Project	Bus	\$ 11,097.50								\$ 6,878.00	
Project TBD	Bus	\$ 15,265.00								\$ 12,212.00	
Park and Ride Facilities	Bus	\$ 3,000,000.00								\$ 3,000,000.00	

City of Vallejo
Local Transportation Fund
Capital Improvement Projects

Project No.	Project Description	Mode	As of 6/30/2010		Remaining Federal Balance		Remaining State and Local Balance				Require Eng Srvcs						
			Budget	Year-to-date Actual Expenses	Outstanding Encumb	Remaining Balance	FTA	Grant No.	Date Executed	AB 664		STAF	Carl Meyer	Bridge Toll %	Bridge Toll RM-2	Prop 116	Prop 1B
T00002	Para-Maint Battery Changer	Bus	10,000	-	-	10,000	8,000	CA-90-1765	9/16/2009	2,000	-	-	-	-	2,000	10,000	10,000
T00003	Transit Support Equipment	Bus	104,000	-	-	104,000	57,600	CA-90-1765	9/16/2009	46,400	-	-	-	-	46,400	104,000	104,000
T00014	Tire Machine	Bus	10,000	-	-	10,000	8,000	CA-90-1765	9/16/2009	2,000	-	-	-	-	2,000	10,000	10,000
T00017	Purchase Bike Racks	Bus	156,800	41,277	-	115,523	13,845	CA-90-1414	7/7/2006	-	-	-	-	-	156,800	17,307	156,800
TEQUIP	Miss Support Equipments	Bus	53,334	-	-	53,334	490,000	CA-90-1765	9/16/2009	-	-	-	-	-	149,678	58,652	157,728
T00003	Bus Maintenance Facility Repaving	Bus	17,307	-	-	17,307	400,000	CA-90-1765	9/16/2009	-	-	-	-	-	31,545	167,728	185,273
T00003	Bus Maintenance Facility Repairs	Bus	15,715	-	-	15,715	15,772	CA-90-1765	9/16/2009	-	-	-	-	-	3,943	19,715	19,715
T00005	Miss Vehicle Wash	Bus	25,000	5,285	-	19,715	15,772	CA-90-1765	9/16/2009	-	-	-	-	-	173,644	173,644	173,644
T00020	Bus Maintenance Facility Fencing	Bus	173,644	-	-	173,644	-	-	-	-	-	-	-	-	-	-	-
TVBLDG	Bus Maintenance Facility	Bus	629,793	629,793	-	-	35,160	CA-90-1083	2/5/2002	-	-	-	-	-	-	-	-
TVBLDG	Bus Maintenance Facility	Bus	454,679	410,729	-	-	123,381	CA-90-1327	9/19/2005	8,790	-	-	-	-	-	-	-
TVBLDG	Bus Maintenance Facility	Bus	154,226	154,226	-	-	30,845	CA-90-1414	7/7/2006	30,845	-	-	-	-	-	-	-
TVBLDG	Bus Maintenance Facility	Bus	339,104	9,589	-	329,515	283,612	CA-90-1524	9/7/2007	65,903	-	-	-	-	-	-	-
TVBLDG	Bus Maintenance Facility	Bus	349,276	-	-	349,276	279,421	CA-90-1670	9/11/2008	69,855	-	-	-	-	-	-	-
T00009	Paratransit Scheduling Software	Bus	50,000	-	-	50,000	40,000	CA-90-1765	9/16/2009	10,000	-	-	-	-	-	-	-
T00007	Transit Maintenance Software	Bus	27,000	-	-	27,000	21,000	CA-90-1765	9/16/2009	6,000	-	-	-	-	-	-	-
T00014	Paratransit Scheduling Software	Bus	25,000	-	-	25,000	21,000	CA-90-1765	9/16/2009	4,000	-	-	-	-	-	-	-
T00015	Paratransit Scheduling Hardware	Bus	25,000	-	-	25,000	20,800	CA-90-1765	9/16/2009	4,200	-	-	-	-	-	-	-
T00016	Transit Office Computers	Bus	40,000	-	-	40,000	32,000	CA-90-1765	9/16/2009	8,000	-	-	-	-	-	-	-
T00009	DPF Mullers Replacement	Bus	190,000	63,970	-	126,030	152,000	CA-90-1765	9/16/2009	21,910	-	-	-	-	16,090	190,000	190,000
T00010	Gilig Transmission Replacement	Bus	80,000	-	-	80,000	12,824	CA-90-1765	9/16/2009	3,205	-	-	-	-	11,855	16,030	16,030
T00011	Gilig Engine Replacement	Bus	140,000	-	-	140,000	112,000	CA-90-1765	9/16/2009	16,145	-	-	-	-	11,855	140,000	140,000
TCATS	Catalyst Devices	Bus	754,280	30,254	76,907	703,986	515,765	CA-90-1524	9/7/2007	128,941	-	-	-	-	59,230	703,986	703,986
T00001	Bus Wash Replacement	Bus	300,000	300,000	-	-	48,000	CA-90-1765	9/16/2009	12,000	-	-	-	-	75,730	60,000	60,000
T00012	Admin & Maint Vehicle Replacement	Bus	60,000	-	-	60,000	48,000	CA-90-1765	9/16/2009	-	-	-	-	-	75,730	12,270	12,270
T00013	Admin & Maint Vehicle Replacement	Bus	75,000	-	-	75,000	216,000	CA-90-1807	Pending	54,000	-	-	-	-	75,730	27,270	27,270
T00014	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00015	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00016	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00017	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00018	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00019	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00020	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00021	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00022	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00023	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00024	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00025	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00026	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00027	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00028	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00029	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00030	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00031	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00032	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00033	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00034	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00035	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00036	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00037	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00038	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00039	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00040	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00041	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00042	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00043	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00044	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00045	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00046	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00047	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00048	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00049	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00050	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00051	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00052	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00053	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00054	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00055	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	Pending	-	-	-	-	-	75,730	27,270	27,270
T00056	Admin & Maint Vehicle Replacement	Bus	27,000	-	-	27,000	216,000	CA-90-1807	P								



DATE: November 9, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: I-80/I-680/I-780/Hwy 12 Transit Corridor Study – Preliminary Scope

Background:

I-80/I-680/I-780

In 2004, the Solano Transportation Authority (STA) conducted an intercity transit study for the I-80/I-680/I-780 corridors. This study was undertaken in parallel to and integrated with a major investment study for the same three corridors and when completed became a companion document to the Solano Comprehensive Transportation Plan (CTP).

The 2004 study was the first time that Solano County conducted a comprehensive evaluation of the intercity transit services being provided by Benicia, Fairfield-Suisun and Vallejo Transit. The study looked at existing transit service and demand, provided short and longer range priorities for intercity transit service, and identified critical transit facilities (such as intermodal stations, park and ride lots, and high occupancy vehicle lanes) to support and help augment these transit services. Since the study was completed, several near term service improvements and transit facilities that were identified in the short-term (2005-2010 timeframe) have been implemented. These include the implementation of new service connecting the City of Benicia with BART with their express bus service accomplished through the start up of Route 78 in 2008 and the expansion of Route 30 service beyond to the City of Davis to also serve Sacramento which was initiated in 2003. Several near term transit facilities have also been completed and/or funded since the study was completed. These include the Bella Vista Park and Ride lot opened in Vacaville, the surface parking lot opened at the Fairfield Transportation Center, phase 1 of the Vacaville Transit Center which is under construction, and both the Benicia Park and Ride Lot on West Military and the expansion of the Curtola Park and Ride Lot in Vallejo which are in the design phase. In addition, 8.7 miles of High Occupancy Vehicle (HOV) lanes were constructed on I-80 from Red Top Road through the I-80 Interchange north of Air Base Parkway. This is the first segment of HOV lanes in Solano County. The Benicia Bridge with an HOV high speed toll lane also opened. This study also highlighted the interface and access between these transit centers and new high occupancy lanes proposed as part of the major investment study.

SR 12

In 2006, the STA completed a first time transit study of the State Route 12 corridor. This study was completed in partnership with the Napa County Transportation Planning Agency (NCTPA) and was a follow up to both a rail corridor study conducted by NCTPA and STA and the initial SR 12 MIS conducted by STA in partnership with Caltrans. This study identified three phases of service improvements. The phase 1 service identified is the initiation of bus service between the cities of Fairfield (at the Fairfield Transportation Center) and Suisun City (Suisun City Amtrak Station) in Solano County to the City of Napa (Napa Transportation Center) in Napa County. The implementation of service along SR 12 was recommended to coincide with critical safety

improvements to SR 12 in Jameson Canyon and SR 12 east between Suisun City and Rio Vista. STA has requested regional grant funding to assist in the implementation of SR 12 identified in phase 1 following the completion of the safety improvements and widening of SR 12 Jameson Canyon, scheduled to begin construction in 2011. The City of Rio Vista has also initiated some limited service from Rio Vista to the cities of Fairfield and Suisun City.

FUNDING

In 2004, Bay Area voters passed regional measure 2 (RM2) which in addition to funding the retrofit and improvements to seven state owned bay area bridges, provided new operating funds for regional express services. This includes annual operating funds for five of seven intercity routes collectively called, "Solano Express" that operate over the Benicia and Carquinez Bridges. In 2006, the STA, the County of Solano, and the cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo agreed to fund these seven Solano Express bus routes on annual basis through an Intercity Transit Funding agreement. This agreement is now in its fifth year and ridership has remained stable despite the recent economic downturn and decreases in transit funds statewide. As part of this agreement, two separate countywide ridership surveys have been conducted which has provided a greater understanding of intercity ridership. The ITF process has also created a regular forum for all funding partners to track the performance of the routes and understand their cost and service changes.

Discussion:

There has been some substantial change since both studies were last conducted. The update of both studies is part of the STA's adopted work program for this fiscal year. Updating the Transit Corridor Plans for I-80/I-680/I-780/SR 12 will provide guidance and coordination for future investments. The Transit Corridor Study will not only address transit services, but also the facilities needed to support these services into the future.

Staff is in the process of drafting a scope of work for this effort and will bring it to the Consortium for an initial review and comment with plans to return at the next meeting with a scope for review and approval. Staff is preparing to have Request for Proposals (RFP) ready to be released following the STA Board meeting of January 2011.

Recommendation:

Informational.

Attachment:

- A. Preliminary Draft Scope of Work (To be provided at the meeting.)



DATE: November 17, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Senior and Disabled Transportation Study Update Status

Background:

The STA's initial Comprehensive Transportation Plan (CTP) Transit Element, which was adopted by the STA Board May 2002, recommended further study to focus on new or updated senior and disabled transportation services. The purpose of the study was to develop a concept or vision for future senior and disabled service through extensive public outreach, data collection, projected service demand, and projected funding needed for service providers. The current Senior and Disabled Transportation Study was completed and approved by the STA Board in June 2004.

The CTP is currently being updated. Transportation services for seniors and the disabled have changed, and will continue to evolve, since the completion of the last Senior and Disabled Transportation Study six years ago. The large public response to the two Senior Summits held in 2009 further indicates it is an increasingly important transportation mobility issue and the STA Board authorized the initiating an update to the plan earlier this year.

The proposed update to the Senior and Disabled Transportation Study will provide implementation recommendations that may be incorporated into or provide direction to:

1. The update of the Transit Element of the CTP;
2. Solano County transit providers' short- and long-range transit plans;
3. Identifying new funding revenues for Senior and Disabled transit services and setting priorities for service once these funding sources are identified; and
4. Provide direction to the STA, the County Board of Supervisors, and others, for coordinating senior and disabled transportation services in the county.

Discussion:

Public input and involvement during this study effort is a key component. The input already collected from the June and October 2009 Senior Summits will help support this Study. These events have also identified an extensive list of stakeholders including public, private and non-profit organizations that will be invited to participate in identifying the needs and prioritizing solutions as they relate to Senior and Disabled Transportation. The momentum of the Senior Summits was maintained with the establishment of a new STA Committee: Solano Senior and Disabled Transportation Advisory Committee which began meeting in May 2010.

Nelson/Nygaard has been selected as the consultant to conduct this study. The consultant attended the first Committee meeting that was held in May 2010 and is

expected to further engage the Committee throughout the project schedule. At the recent October Senior and Disabled Transportation Advisory Committee the group was given an update and their input was requested. To allow adequate time for this, a separate meeting time for interested Committee members will be held in November.

Receiving input from the Committee is important, but is not the only avenue for outreach. A survey has been developed and distributed in hard copy as well as electronically (see attached). It will be available on-line by the week of November 15. Rochelle Sherlock of Solano's Senior Coalition is a member of the consultant team and has taken the lead on outreach to Solano's senior population. This includes developing an outreach strategy to reach a broad section of seniors throughout Solano County by attending senior oriented events, presentations, focus groups, and distributing surveys. Nelson/Nygaard and Acumen are focusing on the outreach to people with disabilities of all ages. Outreach has begun and will continue into early December. Surveys will be collected through December 15.

Subsequently, the study will progress into developing and prioritizing strategies to address identified service gaps. While transit, paratransit and taxis services are expected to be among the strategies, non-transit strategies are also expected to be identified. As part of the implementation element of the plan, strategies will be presented in categories of short, medium, and long-term with cost estimates and implementation issues. The Study is due to be completed by June 2011.

Recommendation:

Informational.

Attachment:

- A. STA Seniors and Residents with Disabilities Transportation Survey



Solano Transportation Authority
Seniors & Residents with Disabilities
TRANSPORTATION SURVEY

The Solano Transportation Authority (STA) is updating the countywide plan to address near and long-term transportation needs for seniors and people with disabilities. Whether you currently drive or use other ways to travel, we would like your input to understand your needs now and in the future. Results of the survey will be used to prioritize improvements to existing or new services and programs so that seniors and people with disabilities can maintain their mobility.

Please complete this survey, fold and **mail it back by December 15**. You can also complete the survey on-line by going to www.surveymonkey.com/s/Solano-survey .

1. How do you get around Solano County? Please rank the top three ways you get around, using 1 for the most often, 2 for the next, and 3 for the third most-often used mode.

- | | |
|---|---|
| <input type="checkbox"/> Drive myself | <input type="checkbox"/> Walk |
| <input type="checkbox"/> Get a ride in a car from someone else | <input type="checkbox"/> Ride paratransit |
| <input type="checkbox"/> Use public transit (bus, train, ferry) | <input type="checkbox"/> Take a taxi |
| <input type="checkbox"/> Bicycle | |
| <input type="checkbox"/> Other (specify): _____ | |

2. In the past 12 months, have you used any of the following transportation services (check all that apply).

- | | |
|---|--|
| <input type="checkbox"/> Non-profit transportation service or program
(Senior Escort Program, Ride with Pride, PACE, etc); | |
| <input type="checkbox"/> Private transportation provider (medical transport, etc.) | |
| <input type="checkbox"/> Senior Center shuttle | <input type="checkbox"/> Facility Shuttle |
| <input type="checkbox"/> Faith-based service | <input type="checkbox"/> Paid personal assistant |
| <input type="checkbox"/> Other (specify) _____ | |

3A. Do you currently have a driver's license? Yes No

3B. If Yes, do you have a car available for your use? Yes No

3C. If No, is this due to a disability? Yes No

(more on next page)

4. Do you have any driving limitations? (I.e., daytime only, not driving on the freeway, only close to home). Yes No
If so, what are they?

5. Do you plan to stay where you live now for the next 5 years?

- Yes No Don't Know

6. Do you have a strong family and/or social circle to depend upon for transportation as you age? Yes No

7. If you currently drive as your primary means of travel, what plans do you have to maintain mobility as you age? (check up to 3)

- Family / friends Walk Bike
 Transit Taxi Facility service
 Other (specify) _____

8. Would any of the following changes to Solano transit services result in you riding more frequently (if you are a current rider) or beginning to ride? Please prioritize the top three with 1 being the most important.

- None, I don't expect to use transit any more than I do now.
 If transit runs earlier in morning or later in evening
 If transit is more frequent on weekdays (Monday-Friday).
 If transit is more frequent on Saturdays and Sundays.
 If information on bus routes, times, transferring is easier to understand.
 If bus stop was closer or had better light/had a bench or shelter.
 If the experience was more pleasant (less crowded, cleaner, felt more safe, etc.).
 Other (please describe) _____
-

9. Please rate each of the following transportation improvements by circling a number from 1 to 5, with 1 for *least* helpful and 5 for *most* helpful.

	<u>Least Helpful</u>				<u>Most Helpful</u>
Support & education to reduce driving	1	2	3	4	5
More information on how to use services other than driving (transit, private services, bicycling, etc)	1	2	3	4	5
Improved inter-city taxi service.....	1	2	3	4	5
More wheelchair- accessible taxis	1	2	3	4	5
Lower fares for senior and disabled taxi programs....	1	2	3	4	5
Lower fares on transit service.....	1	2	3	4	5
Shuttles for seniors & disabled to medical facilities ..	1	2	3	4	5
Shuttles for seniors & disabled for other special trips	1	2	3	4	5
Pedestrian Improvements..... (safer crossings, more/wider sidewalks, resting locations)	1	2	3	4	5
Bicycle facility improvements (paths)	1	2	3	4	5
Reduced speed limits	1	2	3	4	5

10. Please list the names of up to five places that you think need better public transit access (added bus stops, more frequent service, evening/weekends).

11. Please tell us how you would prefer to get your information about public, private, and other transportation services and programs.

<input type="checkbox"/> Printed Materials	<input type="checkbox"/> Presentations	<input type="checkbox"/> Telephone	<input type="checkbox"/> Friends or family
<input type="checkbox"/> Electronic (websites, email, social media)		<input type="checkbox"/> In-person assistance	
<input type="checkbox"/> Other			

12. Do you currently use any paratransit services? Yes No

13. If you do NOT use paratransit, why not?

14. Do you use a mobility device? Yes No
(Wheelchair, cane, walker, scooter, etc.)

15. Please describe any additional transportation issues or problems in your community that we should be aware of in this project.

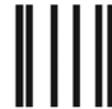
16. What is your ZIP code? _____

17. Please indicate if you are Female or Male

18. How old are you? 18 or younger 19 to 34
 35 to 49 50 to 64
 65 to 79 80 or older

Thank you! If you have any questions about this survey, call Rochelle Sherlock at (707)-864-3984, or send email to rochelle_sherlock@comcast.net.

(fold here)

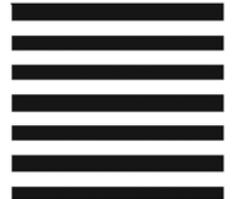


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Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-9899





DATE: November 5, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2011-12

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.

Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the late fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff selects pertinent comments for Solano County's local jurisdictions that will be addressed. 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 approved by the STA Board and forwarded to MTC. 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. Until MTC can make a finding that there are no reasonable unmet transit needs, all TDA claims for local streets and roads are held by MTC.

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 for those two jurisdictions. 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 was approved by the STA Board April 14, 2010. Therefore, the Unmet Transit Needs process is still being required to allow the County of Solano to claim TDA for streets and roads for FY 2011-12.

On August 17, 2010, MTC staff requested that the County of Solano formally commit to phasing out of the Unmet Transit Needs process prior to MTC programming \$580,000 in shifted Cycle 1 funding for additional local streets and roads projects in FY 2010-11 as programmed by the STA.

On August 23rd, STA and County of Solano staff discussed phase out funding options. Based on this meeting, a recommendation was made that would meet MTC's FY 2011-12 phase out deadline and enable the programming of \$580,000 of Cycle 1 funds the STA has dedicated for the County of Solano in Cycle 1 (Attachment A).

Discussion:

On September 8, 2010, MTC Programming and Allocations Committee authorized MTC staff to proceed with the Unmet Transit Needs Public Hearing for Solano County (Attachment B). This year Unmet Needs Hearing is scheduled to be held on Thursday, December 2, 2010 from approximately 6:00 pm – 8:00 pm at the Solano County Administration Center (SCAC) in the Board of Supervisors Chambers.

STA staff will work with MTC and local transit operators to outreach to the public. MTC produced a flyer announcing the public hearing that has been provided to transit operators to post on their buses and other locations (Attachment C). Transit operators are encouraged to attend and hear the concerns expressed first hand in this process.

The issues raised at the hearing and through written comments will be reviewed and compiled by MTC. The comments that are identified as reasonable unmet needs will be forwarded by MTC to STA.

As FY 2011-12 will be the last year the County of Solano uses TDA for streets and roads, the Unmet Needs process will no longer be required in Solano County since no jurisdiction will be using TDA funds for streets and roads.

Recommendation:

Informational.

Attachments:

- A. STA Letter to County re: Summary of Proposed Phasing Out of the Unmet Needs Process by the County of Solano
- B. MTC Programming and Allocations Committee Unmet Transit Needs Public Hearing for Solano County
- C. Solano County Transit Needs Flyer



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

... working for you!

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

September 17, 2010

Clifford K. Covey
Interim Director of Resource Management
Solano County Resource Management
675 Texas Street, Suite 5500
Fairfield, CA 94533

RE: Summary of Proposed Phasing Out of the Unmet Transit Needs Process by the County of Solano

Dear Cliff:

I am writing in follow-up to our recent meeting where we discussed options and the timing of the County of Solano phasing out of the Unmet Transit Needs Process that has been utilized to allow the County of Solano to utilize a portion of its local Transportation Development Act (TDA) funds for local streets and roads rehabilitation projects. At the conclusion of this discussion, it was recommended the Solano County consider taking action either through a resolution or via a letter forwarded to the Metropolitan Transportation Commission (MTC) taking action to phase out of the Unmet Transit Needs Process by the conclusion of Fiscal Year (FY) 2011-12 in order to be eligible to receive \$580,000 in Cycle 1 federal Surface Transportation Program (STP) funds in FY 2010-11 or 2011-12.

In recent years, all of Solano County's cities and all of the other Bay Area counties and cities have phased out of the Unmet Transit Needs Process. Beginning in FY 2010-11, the County of Solano is now the only Bay Area local jurisdiction requesting the Unmet Transit Needs Process. In order to accommodate the request of the local agency to utilize local TDA for local streets and roads, MTC schedules an Unmet Transit Needs hearing in Solano County with the assistance of the Solano Transportation Authority (STA). Based on public comments received at the meeting and provided during a two to three week comment period, the STA works with all of Solano's transit operators and the County of Solano to respond to these public comments to help MTC ascertain if there are any reasonable unmet transit needs not being met within the boundaries of the jurisdiction, in this case the County unincorporated area, requesting to use a portion of their TDA funds for local streets and roads. This process does occur in more rural areas of the State of California, but is not common in the more urban regions.

In recent years, the STA has been working with our local transit operators to pursue various opportunities for regional discretionary funds for various transit operations, capital and programs. This effort has been somewhat hampered by Solano County's continued participation in the Unmet Transit Needs Process. In recognition, several of the remaining Solano cities participating in this process have phased out the last three years. Dixon, Suisun City, and Vacaville all phased out joining Benicia, Fairfield and Vallejo in dedicating all of their local TDA funds for transit purposes.

MTC has made it clear that they would like to eliminate the Unmet Transit Need Process from the region by the conclusion of Cycle 1 of the regional allocation of flexible federal STP and Congestion Mitigation and Air Quality (CMAQ) funds which covers FY's 2010-11 and 2011-12. Last year, MTC met with the County and the City of Rio Vista, the last two local agencies in Solano County and the Bay Area region still participating in the Unmet Transit Needs Process, to discuss the two agencies phasing out of the process. Subsequently, the Rio Vista City Council agreed to come out of the process beginning in FY 2010-11.

As part of the allocation of the federal cycle funds in Cycle 1, MTC has provided all nine Bay Area Congestion Management Agencies, including STA, with some flexibility (up to 20%) for programming funds between three categories – local streets and roads, regional bike projects, and Priority Development Areas (PDAs)/Transportation for Livable Communities (TLC).

In recognition of MTC's request for the County of Solano to phase out of this process, the STA Board, on April 14, 2010, approved shifting up to 20% of federal Bicycle, Pedestrian, and TLC grant funding during Cycle 1 to the County of Solano for local streets and roads rehabilitation projects. With this action, an estimated total of \$580,000 in Cycle 1 funds will be available to the County of Solano over the two year timeframe (FY's 2010-11 and 2011-12). This action by the STA Board was intended to help relieve the near-term impact of the loss of the County TDA funds being available for local streets and roads.

Currently, the STA Board only has authority to program Cycle 1 funding (FY 2010-11 & FY 2011-12), which includes the shifting of \$580,000 of Cycle 1 bicycle, pedestrian and TLC funding to Solano County for local streets and roads projects. Once Cycle 2 funding is authorized by MTC, STA staff will recommend that STA Board prioritize Cycle 2 funding priorities at that time, including the shift of up to 20% of TLC, bike and pedestrians funds toward County of Solano for local streets and roads as directed by the STA Board on April 14, 2010, and if MTC allows flexing of Cycle 2 funds. As part of this recommendation, STA staff will seek the County TDA funds be used for countywide benefit projects, such Lifeline projects, Senior and Disabled Study Priority projects, Transit Consolidation Implementation, Intercity Transit Funding Agreement increased contributions, implementation of local element of regional transit projects, or pilot multi-jurisdictional projects.

On the transit side, having additional County TDA funds available for transit will provide the County of Solano with the opportunity to help fund Countywide transit priorities such as transit services for senior and disabled citizens (e.g., Taxi Scrip, paratransit, etc.), support for transit capital projects, support for sustaining or improving Solano Express Service (such as new service on SR 12 Jameson Canyon a component of the Solano County Sustainable Communities Strategy for transportation), Lifeline Transit Service for lower income residents, and opportunities for improved transit efficiencies and accountability (Proposed merger of Benicia Breeze and Vallejo Transit into the Solano County Transit (SolTrans) Joint Powers Agreement). It is recognized by the STA that this shift in funds would reduce the County of Solano's ability to rehabilitate rural roadways in future fiscal years during a period of dwindling government resources.

STA Ltr. to CCovey dated Sept. 17, 2010 re. Summary of Proposed Phasing Out of the Unmet Transit Needs Process by the County of Solano

On August 17, 2010, MTC staff requested that the County of Solano formally commit to phasing out of the Unmet Transit Needs process prior to MTC programming the \$580,000 in shifted cycle one funding for additional local streets and roads projects in FY 2010-11 as programmed by the STA. On August 23rd, STA and County of Solano staff discussed phase out funding options. Based on this meeting, Option B was recommended which would meet MTC's FY 2011-12 phase out deadline and enable the programming of \$580,000 of cycle one funds the STA has dedicated for the County of Solano in cycle 1 shifted funding.

Let me know if you have any questions regarding the specifics of this issue.

Sincerely,



Daryl Halls
Executive Director

CC: Solano County Board of Supervisors
James P. Spering, MTC Commissioner and STA Board Member
STA Board Members
Michael Johnson, County Administrator, County of Solano
Birgitta Corsello, Assistant County Administrator
Paul Wiese, Engineering Manager
Ann Flemer and Alix Bockelman, Metropolitan Transportation Commission

Attachments:

- A. 08-17-2010 Email from MTC to STA regarding "Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process"
- B. 09-08-2010 MTC Programming and Allocations Committee agenda item 2d: "Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process"
- C. STA Unmet Transit Needs Phase Out Recommendation & Five-Year Funding Summary

Sam Shelton

From: Craig Goldblatt [CGoldblatt@mtc.ca.gov]
Sent: Tuesday, August 17, 2010 2:10 PM
To: Sam Shelton
Cc: Alix Bockelman; Bob Bates; Ross McKeown; Daryl Halls; ERichards@sta-snci.com; Janet Adams
Subject: Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process

Hi, Sam:

Following up on our discussion about Solano's block grant program, we discussed the maximum flexing of amounts from the Regional Bicycle and County TLC programs to the LSR Rehabilitation Program. Through the Strategic Plan process, MTC had concurred that the County of Solano would receive the flexed funds for streets and roads rehabilitation purposes, predicated on a commitment from the County of Solano to phase out their streets and roads claim on TDA funds in 2 years with FY 2011-12 being the last year. As I understand, there has been no formal board action by the County Board of Supervisors to date or letter confirming this understanding by the Public Works Director .

Therefore, MTC is requesting formal communication from the County prior to programming STP funds to their 2012 Pavement Overlay Program, which is the beneficiary of the flex funds. We will not be adding it to the 2011 TIP until we have this documentation; then the project will be added as a TIP amendment to the 2011 TIP. This should not be burdensome to the County as the STP funds they are requesting are not needed until FY 2012.

Let me know if STA or the county has any questions about this.

Craig

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 8, 2010

Item Number 2d

Unmet Transit Needs Hearings

Subject: Unmet Transit Needs Public Hearing for Solano County

Background: Each year before Transportation Development Act (TDA) funds can be allocated for streets and roads purposes, MTC must conduct a public hearing to receive testimony to determine whether there are any “unmet transit needs which are reasonable to meet” within the jurisdictions of the claimants. We anticipate that TDA funds will be claimed for streets and roads purposes in Solano County. No other county in the Bay Area claims TDA funds for streets and roads purposes.

In accordance with the provisions of Resolution No. 2380, Revised, MTC will hold an unmet transit needs public hearing in November or December 2010 for the upcoming fiscal year 2011-12. Staff is working with the County of Solano and the Solano Transportation Authority to phase out their use of TDA funds for streets and roads purposes in the coming years. Based on current discussions, FY 2011-12 would be the final year for the county to use TDA for streets and roads. If this schedule is maintained, this would be the last Unmet Needs Hearing in Solano County and the region as a whole.

The final date will be chosen based on the schedules of attending Commissioners, Solano Transportation Authority staff, and MTC staff, who will be managing the hearing. Issues identified at the hearing will be forwarded to the jurisdictions by January 1st and be brought to the Committee in Fall 2011, before any streets and roads claims are brought to the Commission for approval.

Issues: None

Recommendation: We request the Programming and Allocations Committee’s authorization to proceed with the public hearing.

Attachments: None

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Phasing Solano County out of the Unmet Transit Needs Process

STA Recommendation

*TDA Funding for Street Rehab (in thousands)

	2010-11	2011-12	2012-13	3-yr total
Out after 2011-12 (two years)	390	390	0	780

* Future TDA funds based on current FY 2010-11 Claim

Next 5 Years of Federal & State Road Rehabilitation Funding

	Cycle 1		Cycle 2		5-yr total
	2010-11	2011-12	2012-15	-	
State TDA article 4/8	390	390	-	-	780
Federal Aid Secondary (FAS)	1,806	-	-	-	1,806
Federal Local Streets and Roads shares	-	1,090	910	-	2,000
Federal Block Grant bike/ped flex	-	580	-	-	580
					5,166

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 8, 2010

Item Number 2d

Unmet Transit Needs Hearings

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Issues: None

Recommendation: We request the Programming and Allocations Committee’s authorization to proceed with the public hearing.

Attachments: None

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Attention Transit Riders

We Want To Hear From You! You're Invited to a Public Hearing on Solano County Transit Needs

Thursday, December 2, 2010, 6 p.m.

Solano County Administration Center – Board Chambers
675 Texas Street, Fairfield, CA

The Metropolitan Transportation Commission (MTC) wants to hear your transit needs — both local and commuter services — in Solano County. We invite you to comment on any “unmet” transit needs in Solano County as well as offer support for services you currently use.

Unable to attend? Submit your written comments no later than 4 p.m. on Wednesday, December 8, 2010. (You may use the form on the back of this flyer.) Mail to MTC Public Information, 101 Eighth Street, Oakland, CA 94607; FAX to (510) 817-5848; or e-mail your comments to info@mtc.ca.gov.

Public Transit is available to the hearing.

For information, call Solano Napa Commuter Information (SNCI) at **1(800) 53-KMUTE (535-6883)**. For specialized transportation, please call your local transit operator:

- **Benicia:** Dial-A-Ride, (707) 748-0808
- **Dixon:** Dixon Read-Ride, (707) 678-5020
- **Fairfield/Suisun City:** DART, (707) 429-2400
- **Rio Vista:** Delta Breeze, (707) 374-2878
- **Unincorporated County:** (707) 784-6765
- **Vacaville:** City Coach, (707) 449-6000
- **Vallejo:** Runabout, (707) 649-1999

See reverse for driving directions.

For more information regarding the hearing, call MTC Public Information at:

(510) 817-5757

TDD (510) 817-5769



Driving Directions to Solano County Administration Center (SCAC), Board Chambers - 675 Texas St. Fairfield, CA

The Solano County Administration Center (SCAC) is located in downtown Fairfield on Texas Street. The Board Chambers are located on the First Floor just off the main lobby which can be reached from Texas St. or Union St. entries or the adjacent parking structure between Union and Jefferson south of the building. Free public parking is located on many of the adjacent streets as well as on the second level of the parking structure.

Driving Directions from I-80

From the WEST

(Vallejo/Benicia/Bay Area)

- Take I-80 East to Hwy 12/East.
- Take Hwy 12 East to Pennsylvania St. (approx. 2.5 miles).
- Turn left Pennsylvania to W. Texas St.
- Turn right on W. Texas St.
- The SCAC is 6 blocks down on the right between Jefferson and Union Streets.

From the EAST

(Vacaville/Dixon/Sacramento)

- Take I-80 West to Travis Blvd.
- Turn left from the off-ramp to Travis Blvd.
- Take Travis Blvd to Pennsylvania St. (approx. 1 mile).
- Turn right at Pennsylvania to W. Texas.
- Turn left at W. Texas
- The SCAC is 6 blocks down on the right between Jefferson and Union streets.

Driving Directions from Rio Vista/Hwy 12

- From Rio Vista, take Hwy 12 to Jackson St exit.
- Take Jackson Street 5 blocks to W. Texas St.
- Turn right on W. Texas St.
- The SCAC is 2 blocks down on the right between Jefferson and Union streets.

Yes, I'd like to comment on transit services in Solano County and offer ideas for improved service.

(Please note specific transit service, when appropriate.)

Name.....

Address.....

City..... State..... Zip.....

E-Mail Address.....

Comments *(please be specific regarding transit services):*

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Please e-mail your comments to info@mtc.ca.gov or mail this form to: MTC Public Information, 101-8th Street, Oakland, CA 94607 or fax it to (510) 817-5848 no later than 4 p.m. December 8, 2010.

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DATE: November 5, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: 10-Year Transit Fleet and Minor Transit Capital Investment Plan Update

Background:

Various capital transit funding opportunities become available and will continue over the next several years. Some of these funding opportunities include the State Transportation Improvement Program (STIP), Proposition 1B, and Lifeline.

With the passage of Proposition 1B by the voters in November 2006, The Metropolitan Transportation Commission (MTC) passed Resolution 3814 regarding the distribution and use of the \$347 million of Bay Area share of Proposition 1B Regional Transit capital funds estimated to be available over a ten year cycle. Of this total, Solano County will receive approximately \$500,000 annually for Small Operators/North Counties - Capital Improvements category.

Based on the 10-Year Transit Fleet Plan approved by STA Board in 2007, prioritization was used as the basis of funding the following three transit vehicle replacement projects of \$1,475,912 in Prop 1B matching funds as follows:

Fairfield and Suisun Transit (5 vehicles)	\$400,000
Vacaville Transit (5 vehicles)	\$240,000
Vallejo Transit (20 vehicles)	\$835,912
<u>TOTAL</u>	<u>\$1,475,912</u>

In addition, County has also received and may continue to receive funding from the Lifeline Funding for Transit Operators. MTC's Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans. In the Lifeline Funding Cycle of Fiscal Year (FY) 2009-11, almost \$3.8 million was awarded for bus shelters, replacement vehicles, bike racks, expanding and sustaining Lifeline identified service (Attachment A). The STA is requesting the transit operators provide a status update on these projects.

Discussion:

At several recent Consortium meetings, there has been discussion about updating the Transit Capital lists for two key purposes: 1.) show how previous funding allocations have been used to meet transit capital needs, and 2.) to update lists to be prepared when funding opportunities arise. Solano County last went through this exercise in the Fall of 2007. The list from that time has been updated with information received in 2008 which was a limited update. STA staff requested information relating to transit details including unfunded

capital needs in February 2010 to update the 10-Year Transit Fleet (Attachment B) and Minor Transit Capital Investment Plan (Attachment C). Three transit operators (Dixon, Rio Vista, and Vacaville) have updated their transit capital and three transit operators have not. The 10-Year Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for not only programming decisions over the next decade but also to be a document that provides detailed information about transit capital priority needs in the county for near-term funding opportunities. It was recommended that STA will update the 10-Year Transit Fleet and Minor Transit Capital Investment Plan at least every two years in association with other capital investment plans.

Over the past year, federal stimulus provided funding to transit operators for transit capital projects (Attachment D). Solano County transit operators received almost \$18 million in funding for transit capital projects from the Federal Transit Administration (FTA). The federal economic stimulus funded projects that need to be updated and/or removed from the Transit Capital List. Attachment D provides details for the transportation projects for Solano County that have received federal stimulus funding. The STA staff is also requesting the transit operators review and update the transit stimulus list by providing completion date and anticipated completion dates.

It is requested each operator email their updated Minor Transit Capital and Fleet Inventory forms to Liz Niedziela. If the operators' 10-Year Transit Fleet and Minor Transit Capital Investment Plans are not updated, STA staff cannot include those transit operators' needs for STA Board approval. The Minor Transit Capital and Fleet Inventory are scheduled to be presented to the Board at its December meeting. Due to the transitions of transit operator's staff, the STA staff has extended the deadline to November 30, 2010.

Instruction for Completing the Transit Capital Forms

Minor Transit Capital

This list is organized by jurisdiction and near-term (within 5 years) and long-term. Please update your agency's information. If an item has been funded, complete the green columns to describe where it is in the funded/purchased process and the type of funding used. If a project remains unfunded, complete the yellow columns updating the year, cost and amount that is unfunded. Feel free to offer any comments to clarify any needs, identify if the need has changed, etc.

Fleet Inventory

The fleet inventory is also organized by jurisdiction. The fleet inventory benchmark is reflective of the 2007 STA Board approved list with a few updates/comments. Each operator is to update the information in the blank columns at the right, add any new vehicles that have been received. A "comments" column has been added for any clarifying notes such as if vehicles have been surplus, don't need to be replaced due to reduced service fleet demands, are new and/or to state the fund source of newly procured vehicles, etc.

Fiscal Impact:

The 10-Year Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for future programming of transit capital funds such as Prop. 1B Transit Capital and other transit capital funds.

Recommendation:

Informational.

Attachments:

- A. Lifeline Funding
- B. 10-Year Transit Fleet Investment Plan (An enlarged copy of this attachment has been provided to the TAC members under separate enclosure.)
- C. 10-Year Minor Transit Capital Needs
- D. Stimulus Funding For Transit Capital Projects

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LIFELINE FUNDING

			Total	Status
JARC	Vallejo Transit	Expanding Route 5 to Vallejo Campus (2 Years)	\$250,000	
JARC	Benicia CAC	DRIVES/CARS Programs	\$30,000	
JARC	FAST	Installation of MCI Luggage/Bike Racks	\$45,000	
JARC	FAST	Route 8 Frequency for Travis AFB Shuttle	\$91,834	
TOTAL JARC			\$416,834	

STAF	Vallejo Transit	Route 85 - Sustaining (4 Years)	\$ 500,000	
STAF	Vallejo Transit	Route 1 - Sustaining (4 Years)	\$ 800,000	
STAF	Dixon Read-Ride	Saturday and Weekday Service (4 Years)	\$ 521,159	
STAF	FAST	Route 30 Saturday Service (Year 2010-11)	\$ 68,385	
TOTAL STAF			\$ 1,889,544	

Prop 1B	Dixon Read-Ride	Bus Replacement	\$ 60,000	
Prop 1B	FAST	Shelters	\$ 419,088	
Prop 1B	Vallejo Transit	Shelters	\$ 761,014	
Prop 1B	Vacaville City Coach	Shelters	\$ 109,800	
Prop 1B	Dixon Read-Ride	Bus (local match)	\$ 15,000	
Prop 1B	FAST	Replacement Vehicle	\$ 41,600	
Prop 1B	FAST	Downtown Flex Shuttle	\$ 60,000	
TOTAL PROP 1B			\$ 1,466,502	

TOTAL Lifeline Funds Awarded \$ 3,772,880

Capital Projects are in Bold

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Status December 2007															
Operator	Bus Number	Manufacturer	Model	Mode of Power	Year of Purchase	Planned Year of Retirement	Tier	Mileage	Date Mileage Taken	Capacity - Seated	Capacity - Standing	Wheel-chair Positions	In Service/ Spare	Intercity, Local FR, Paratransit	Condition
RIO VISTA															
Rio Vista	15	Supreme	Champion	Diesel	1993	2007	1	146,133	9/30/2006	8	0	1	Spare	Local	Poor
Rio Vista	16	Supreme	Champion	Diesel	2001	2010	1	73,928	9/30/2006	8	5	1	In Service	Local	Good
Rio Vista	17	El Dorado National	Aerotech	Diesel	2006	2015	2	0	9/30/2006	16	10	2	In Service	Local	Excellent
Rio Vista	18	El Dorado National	Aerotech	Diesel	2006	2015	2	0	9/30/2006	16	10	2	In Service	Local	Excellent
Rio Vista	124	Diamond Coach	Ford E450	Diesel	2005	2007	1	50,043	9/30/2006	20	10	2	Spare	Local	Excellent

Status/Notes- Feb 2010					Comments
Mileage	Date Mileage Taken	In Service/ Spare	Intercity, Local FR, Paratransit	Condition	(include if vehicle has been surplus, retired, doesn't need replacement, new vehicle, etc)

Status December 2007																
Operator	Bus Number	Manufacturer	Model	Mode of Power	Year of Purchase	Planned Year of Retirement	Tier	Mileage	Date Mileage Taken	Mileage Taken	Capacity - Seated	Capacity - Standing	Wheel-chair Positions	In Service/ Spare	Intercity, Local FR, Paratransit	Condition
VACAVILLE																
Vacaville	901	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	389,524	Marh 2006	30	15	2	In Service	Local FR	Very Good	
Vacaville	902	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	401,756	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	903	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	385,469	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	904	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	397,583	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	905	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	358,661	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	906	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	398,995	Mar-06	30	15	2	Spare	Local FR	Very Good	
Vacaville	907	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	376,421	Mar-06	30	15	2	Spare	Local FR	Very Good	
Vacaville	908	BlueBird	2903 QBRE	CNG	2001	2013	2	97,810	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	909	BlueBird	2904 QBRE	CNG	2001	2013	2	99,925	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	910	BlueBird	2905 QBRE	CNG	2001	2013	2	94,575	Mar-06	30	15	2	In Service	Local FR	Very Good	
Vacaville	911	BlueBird	2906 QBRE	CNG	2001	2013	2	103,909	Mar-06	30	15	2	Spare	Local FR	Very Good	
Vacaville	912	BlueBird	2907 QBRE	CNG	2001	2013	2	98,982	Mar-06	30	15	2	Spare	Local FR	Very Good	
Vacaville																
Vacaville	954	El Dorado	Ford E350 Turtletop	Diesel	1999	2008	1	98,563	Mar-06	8	0	2	In Service	Paratransit	Good	
Vacaville	955	El Dorado	Ford E350 Turtletop	Diesel	1999	2008	1	97,852	Mar-06	8	0	2	Spare	Paratransit	Good	
Vacaville	956	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	23,011	Mar-06	8	0	2	In Service	Paratransit	New	
Vacaville	957	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	21,028	Mar-06	8	0	2	In Service	Paratransit	New	
Vacaville	958	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	21,009	Mar-06	8	0	2	Spare	Paratransit	New	
Vacaville	959	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	22,695	Mar-06	8	0	2	Spare	Paratransit	New	

Status/Notes- Feb 2010					Comments
Mileage	Date Mileage Taken	In Service/ Spare	Intercity, Local FR, Paratransit	Condition	(include if vehicle has been surplusd, retired, doesn't need replacement, new vehicle, etc)

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**STA TRANSIT CAPITAL PLAN - Minor Capital
Preliminary Project List -2010 Update
11-Feb-10**

Near Term

Jurisdiction	Project	Year	Total Cost	Unfunded	Funded Projects Update		Unfunded Projects Update			Comments
					Status-2010		Status-2010			
					Purchased, Procured, or Funded	Fund Source(s)	Year	Total Cost	Unfunded	
Status December 2007										
Benicia	Bus Stop Amenities	FY 07-08 - Future	\$53,654	\$22,000						
Benicia	Bus Stop Improvement at 1st St	FY 08-09	\$500,000	\$500,000						
Benicia	Office Equipment	FY 08-09	\$25,000	\$25,000						
Benicia	Replace Admin Sedan	FY 11-12	\$30,000	\$30,000						
Dixon	New Dispatch System	FY2007-08	\$15,000	\$15,000						
Fairfield	AVL System	FY 07-08- FY 08-09	\$1,532,940	\$766,470						
Fairfield	Bus Stop Improvements	FY2007-08;FY2008-09	\$151,800							
Fairfield	Transit Equipment (Exterior Graphics; bike racks)	FY2007-08;FY2008-09	\$53,500							
Fairfield	FTC Capital Facilities	FY2007-08;FY2008-09	\$340,000							
Fairfield	Maintenance Equipment	FY2007-08	\$104,100							
Fairfield	Misc.	FY2007-08;FY2008-09	\$100,000							
Rio Vista	Dispatch Software, Office Equip	FY 08-09- FY 10-11	\$50,000	\$50,000						
Rio Vista	Bus Bench	FY2007-08	\$5,119	\$0						
Rio Vista	Particulate Trap	FY2007-08	\$25,000	\$0						
Rio Vista	Radio Base Station & 10 Mobile Units	FY2007-08	\$4,440	\$0						
Rio Vista	Computer Equipment	FY2007-08	\$3,600	\$0						
Rio Vista	Bus Stop Signs & Benches	FY2008-09	\$10,000	\$10,000						
Rio Vista	Administrative Vehicle	FY2008-09	\$25,000	\$25,000						
Rio Vista	Office Equipment	FY2008-09	\$2,500	\$2,500						
Vacaville	Transit Maintenance Tools	FY09/10; FY10/11;FY12/13	\$150,000							
Vacaville	Transit Amenities: Bus Shelters, Benches etc.	FY08/09; FY09/10; FY10/11	\$240,000							
Vallejo	Systemwide Bus Shelter Repl.	FY 06-07	\$250,000	\$150,000						
Vallejo	Misc Support Equipment	FY 06-07	\$50,000	\$10,000						
Vallejo	Port Security FMF	FY 06-07	\$281,250	\$56,250						
Vallejo	Tire Machine	FY 07-08	\$10,000	\$10,000						
Vallejo	Close Monitoring Wells	FY 07-08	\$25,000	\$25,000						
Vallejo	Replace DPF Mufflers	FY 07-08	\$190,000	\$190,000						
Vallejo	Replace Shop Truck	FY 07-08	\$60,000	\$60,000						
Vallejo	9 Computers for Transit Facility	FY 07-08	\$27,000	\$27,000						
Vallejo	Install new DECS for MCI buses	FY 08-09	\$700,000	\$700,000						
Vallejo	Exhaust fan for DPF Cleaner	FY 08-09	\$30,000	\$30,000						
Vallejo	Major Ferry Components Rehab	FY 08-09	\$848,140	\$169,628						
Vallejo	Surveillance Cameras for 60 buses	FY 08-09	\$250,000	\$250,000						
Vallejo	Paratransit Scheduling Software	FY 08-09	\$50,000	\$50,000						
Vallejo	5 Computers for Paratransit Sched	FY 08-09	\$26,000	\$26,000						
Vallejo	Bus Stop Maint/Inventory Software	FY 08-09	\$25,000	\$25,000						
Vallejo	Paving Bus Maintenance Facility	FY 08-09	\$500,000	\$500,000						
Vallejo	Replace Bus Wash	FY 08-09	\$300,000	\$300,000						
Vallejo	Replace Gillig Transmissions	FY 08-09	\$80,000	\$80,000						
Vallejo	Replace Gillig Engines	FY 08-09	\$140,000	\$140,000						
Vallejo	Replace Maint Facility HVAC	FY 08-09	\$100,000	\$100,000						
Vallejo	Renovate Driver Break Room	FY 08-09	\$5,000	\$5,000						
Vallejo	Bus Facility Security Surveillance	FY 08-09	\$50,000	\$50,000						
Vallejo	Replace 10 Computers for Transit	FY 08-09	\$40,000	\$40,000						
Vallejo	Upgrade Base Radio Equipment	FY 08-09	\$150,000	\$150,000						
Vallejo	PT Maint Support Equip - Battery	FY 08-09	\$10,000	\$10,000						
Vallejo	Transit Misc Support Equip	FY 08-09	\$72,000	\$72,000						
Vallejo	Surveillance Cameras for Sereno TC	FY 09-10	\$75,000	\$75,000						
Vallejo	Support Vehicles	FY 09-10	\$85,000	\$85,000						
Vallejo	Seal Shop Floor	FY 09-10	\$100,000	\$100,000						
Vallejo	Security Enhance. O&M Facility	FY 09-10	\$300,000	\$300,000						
Vallejo	Replace 6 Computers for Ferry	FY 09-10	\$25,000	\$25,000						
Vallejo	Replace Misc Office Equipment	FY 09-10	\$50,000	\$50,000						
Vallejo	Expand Dispatch in Bus Ops Fac	FY 10-11	\$700,000	\$700,000						
Vallejo	Systemwide AVL	FY 10-11								
Vallejo	Engine Repower	FY 08-09	\$6,500,000	\$1,300,000						
Vallejo	Engine Repower	FY 09-10	\$6,500,000	\$1,300,000						
5 YEAR TOTAL, MINOR CAPITAL			\$22,026,043	\$8,606,848						

Longer-term

Benicia	AVL System	Future	\$475,000	\$475,000						
Rio Vista	Bus Stop and Amenities	Future	\$25,119	\$5,000						
Rio Vista	AVL for Transit Buses	Future	\$150,000	\$150,000						
TOTAL, FUTURE MINOR CAPITAL			\$650,119	\$630,000						

Stimulus Funding
Transit Capital Projects

Tier	Local Agency	Project Title	ARRA	Status
T1	City of Benicia	Fueling Station Upgrade	\$ 57,000	
T1	City of Benicia	Replace 12 Bus Shelters	\$ 68,400	
T1	City of Benicia	Operating Assistance	\$ 6,600	
FTA 5311	City of Dixon	Preventative Maintenance for Dixon Re	\$ 48,000	
FTA 5311	City of Dixon	Municipal Service Center	\$ 381,676	
FTA 5311	City of Dixon (STA transferred)	Paratransit Buses (3)	\$ 225,000	
T1	City of Fairfield	FAST Preventative Maintenance	\$ 826,080	
T1	City of Fairfield	Bus Purchase/Replacement (3)	\$ 417,747	
T1	City of Fairfield	GFI Fareboxes	\$ 1,577,660	
T1	City of Fairfield	Operating Assistance	\$ 313,498	
T1-S	City of Fairfield	GFI Fareboxes	\$ 172,340	
T2	City of Fairfield	Bus Purchase/Replacement (6)	\$ 788,484	
FTA 5311	City of Rio Vista	Preventative Maintenance	\$ 75,000	
T1	City of Vacaville	Fixed Route Bus Replacement	\$ 1,734,372	
T1	City of Vacaville	Vacaville Intermodal Station	\$ 482,702	
T1-S	City of Vacaville	Fareboxes	\$ 115,330	
T2	City of Vacaville	Vacaville Intermodal Station	\$ 527,655	
T1	City of Vallejo	Rehab/Preventative Maintenance	\$ 3,238,768	
T1	City of Vallejo	Ferry Terminal ADA, Rehab	\$ 800,000	
T1	City of Vallejo	Bus Maintenance Facility	\$ 812,324	
T1	City of Vallejo	Repower Ferry Engines	\$ 2,000,000	
T1	City of Vallejo	Operating Assistance	\$ 761,232	
T1-S	City of Vallejo	Vallejo Station Bus Transit Center	\$ 439,212	
T2	City of Vallejo	Vallejo Station	\$ 2,009,466	
FTA 5311	City of Vallejo (STA transferred)	Paratransit Buses (1)	\$ 75,000	
			\$ 17,953,546	



DATE: November 5, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Senior and Disabled Transportation Advisory Committee –
Including Transit Contractors and Taxi Providers

Background:

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

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

The STA 2009 Board Chair and County Supervisor Jim Spring requested and received support from the STA Board to have STA assist in organizing a countywide public forum specifically on the topic of Senior and Disabled Transportation. The first Summit was held in June 2009. Participants were a wide range of users, major stakeholders and policy makers: public, private and non-profit transportation program and service providers, State legislative staff, MTC and local City Councilmembers.

The Senior and Disabled Transportation Summit II was held in October 2009. At both summits, there was interest expressed and concerns raised about how to continue the dialogue and partnerships' exhibited at the two summits. A new STA Board Advisory Committee consisting of a variety of stakeholders in the senior and disabled community was established to meet this need. The Committee's purpose is to provide a countywide forum for coordination and funding of senior and disabled transportation services. In December 2009, the STA Board authorized and approved the establishment, the purpose and membership categories of the new committee members were recruited for each category.

Discussion:

There has been interest expressed to have local transit contractor (MV Transportation) to be included as a member of the committee. MV Transportation is the transit contractor for the City of Benicia's Benicia Breeze, City of Fairfield's Fairfield and Suisun Transit (FAST) and City of Vallejo's Vallejo Transit services. MV Transportation provides fixed-route and paratransit transit services throughout the United States.

The STA staff recommended to the STA Board in October to approve a modification of the Senior and Disabled Transportation Advisory Committee membership to include a Solano Transit Contractors and to Appoint MV Transportation to fill the Solano Transit Contractor category on the Senior and Disabled Transportation Advisory Committee.

A representative from First Transit spoke during Public Comment and also expressed interest in serving on the Advisory Committee. After discussion with the STA Board members, there was consensus to bring this item to the Senior and Disabled Transportation Advisory Committee and its Planning Committee for staff to bring back to the Board with a recommendation. In STA Board discussion, there seemed to be general concurrence to for this new position to be Ex-Officio, a non-voting position.

The Senior and Disabled Transportation Advisory Committee held its meeting on Thursday, October 28th and recommended that to the STA Board to add these Ex-Officio Advisory Positions to the Senior and Disabled Advisory Committee to include Transit Contractors (2) and Taxi Provider (1) (Attachment A). This item will be presented at the December STA Board meeting for consideration of approving the updated membership to this committee.

Recommendation:

Informational.

Attachment:

- A. Proposed Revised Committee Purpose and Membership

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

Purpose: To provide a countywide forum for coordination and funding of senior and disabled transportation services

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.

Proposed Revised MEMBERSHIP:	
Voting Members	
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
Non-Voting Members	
Solano Transit Contractors (3)	<ul style="list-style-type: none"> • MV Transportation • First Transit • Storer Transportation
Solano Taxi Contractors (TBD)	Checker Cab

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DATE: November 4, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Employer Commute Challenge 2010 Results

Background:

The Fourth Annual Solano Commute Challenge (Challenge) was a targeted outreach campaign for Solano County large employers that involved the local business community in addition to employers and employees. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. The Challenge for employers and their employees was to "Use transit, carpool, vanpool, bike, or walk to work at least 30 workdays from August through October." Incentives are provided through the Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) Program to employees and employers who "met" the Commute Challenge.

STA staff contacted the Chamber of Commerces throughout the county to get input and feedback about the Challenge and to confirm suggested employer targets in each of their communities. Campaign materials were sent to the targeted employers in July with telephone follow-up one week later. Information about the Challenge was posted on the STA's SNCI webpage, www.commuterinfo.net, along with a registration form where targeted employers and their employees could indicate their interest in participating.

Employees accessed information about the Challenge through the SNCI webpage and also from hardcopy brochures and flyers that were provided to the employers for distribution. New this year, employees were able to track their trips electronically using the 511 Ridematching system's "Trip Diary" tracking system. Employees who did not have internet access or preferred to not use the electronic alternative still had the option of submitting the hard-copy Monthly Commute Logs. There was a learning curve for many who used the electronic "Trip Diary." Staff provided significant assistance to ensure that employees understood the process and would accurately track their trips. As individual employees signed up, they could request information about transit, bicycling, and carpooling/vanpooling options.

Discussion:

This year's Commute Challenge ended on October 31, 2010 and the deadline for all Monthly Commute Logs was November 5th. As of mid-October, 46 major employers totaling 620 employees registered in the Challenge. Employer participation increased by 7% while employee participation increased 4% over last year. Staff is currently calculating the number of Commute Champions based on electronic and hard-copy commute logs and will have the final tally results by November 12th. Nearly 420 employee participants are on track to earn the title "Commute Champion" by meeting or passing the goal, an increase of 16% over last year.

Employers who are on course to become Commute Champion Workplaces (where 20 or more employees became Commute Champions) include AAA in Fairfield, State Compensation Insurance Fund and Genentech in Vacaville, California Vegetable Specialties in Rio Vista, Travis Air Force Base, and the County of Solano.

SNCI Program incentive rewards, in the form of “Commute Bucks” gift certificates, will be distributed by mid December. Employees who are Commute Champions are entered into a drawing for a variety of gift cards. The drawing for those gift certificates will take place at the December STA Board meeting. Staff will coordinate the presentation of employer rewards with the companies, chambers of commerce, and STA Board members.

Fiscal Impact:

The Solano Commute Challenge (Challenge) campaign is included in the STA’s Solano Napa Commuter Information program budget and is funded by a combination of Bay Area Transportation for Clean Air (TFCA) and Eastern Solano Congestion Management Air Quality (CMAQ) funds.

Recommendation:

Informational.

Attachment:

- A. SCC Employee Final Results Table (To be provided under separate cover.)



DATE: November 9, 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 November 8. Based on the response received, an updated transit matrix will be provided at the meeting.

Marketing/Promotions:

The 2010 Solano Commute Challenge (SCC) ended on October 31, 2010. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. See earlier report for the status of this promotion.

SNCI continues to resupply the commuter info display racks throughout Solano and Napa counties with current SolanoExpress brochures and transit schedules. Seven (7) new display racks were established at employer sites. Several transit agencies have seasonal schedules and staff is planning to send a significant number of schedules to all display rack locations.

Events:

SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. Staff attended Health and Benefits Fair events at St Helena Center for Behavioral Health in Vallejo, VacaValley Hospital in Vacaville, Kaiser Medical Center, NorthBay Medical Center and NorthBay HealthCare Administration in Fairfield. Other events included United Airlines at San Francisco International Airport, the grand opening of the Pleasant Hill Transit Village at the Pleasant Hill Bart station where the Routes 40 and 78 provide service, and Chevron and AT&T in San Ramon. Transit materials were also provided to the Pleasanton Hacienda Business Park Health and Safety Fair.

Recommendation:

Informational

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DATE: November 5, 2010
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Sara Woo, Associate Planner
 RE: Funding Opportunities Summary

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.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	Caltrans Bicycle Transportation Account (BTA) Grant*	Estimated \$7 million based on previous cycles	Application Due (Anticipated Date): December 1, 2010
4.	Highway Safety Improvement Program (HSIP)*	Approximately \$50 million for FFY 2010/11	Application Due December 9, 2010
5.	Caltrans Community-Based Transportation Planning Grants*	Budget is \$3 million , each project not to exceed \$300,000	Grants for 2011/12 due April 1, 2011 (anticipated deadline)
6.	Caltrans Environmental Justice: Context-Sensitive Planning*	Budget is \$3 million , each project not to exceed \$300,000	Grants for 2011/12 due April 1, 2011 (anticipated deadline)

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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Attachment A

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
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	Ongoing. 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/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. 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 , maximum per project is \$4.5 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/moyererp/index.shtml

*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 Bicycle Transportation Account (BTA) Grant*	Ken McGuire Caltrans (916) 653-2750 ken.mcguire@dot.ca.gov 111 Grand Avenue (94612) P.O. Box 23660 Oakland, CA 94623-0660	December 1, 2010 (anticipated deadline) Eligible Applicants: Cities and Counties with an adopted Bicycle Transportation Plan (BTP)	\$7.2 million total expected to be allocated, max for one applicant is \$1.8 million	This program provides state funds for city and county projects that improve safety and convenience for bicycle commuters.	Eligible Projects: (1) new bikeways serving major transportation corridors; (2) new bikeways removing travel barriers; (3) secure bicycle parking; (4) bicycle-carrying facilities on public transit; (5) installation of traffic control devices to improve safety; (6) elimination of hazardous conditions on existing bikeways; (7) planning; (8) improvement and maintenance of bikeways http://www.dot.ca.gov/hq/LocalPrograms/bta/BTA/CallForProjects.htm
Highway Safety Improvement Program (HSIP)*	Sylvia Fung Caltrans (510) 286-5226 111 Grand Avenue (94612) P.O. Box 23660 Oakland, CA 94623-0660	December 9, 2010 Eligible Applicants: Cities and Counties	\$50 million	This program provides funds for reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.	Eligible Projects: (1) intersection safety improvement; (2) pavement/shoulder widening; (3) rumble strips or other warning devices; (4) skid-resistant surface at an intersection; (5) improve of pedestrian or bicyclist safety or for persons w/ disabilities http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm

*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
Community-Based Transportation Planning Grants*	Russ Walker Caltrans (916) 651-6886 russ_walker@dot.ca.gov	Grants for 2011/2012 due April 1, 2011 (anticipated deadline) Eligible Applicants: Cities and Counties	Budget is \$3 million , each project not to exceed \$300,000; this grant requires a local 20% match with a maximum 10% in-kind contribution allowed	This program provides planning funds that support livable communities (such as long-term economic development, multimodal linkages, and jobs/housing balance), coordinate land-use and transportation planning, reflect community values, and include non-traditional participants in transportation decision making.	Eligible Projects: Long-term sustainable community studies/plans, blueprint planning follow-up or refinement, rural smart growth, transit oriented/adjacent development or “transit village” studies/plans, infill studies/plans, etc http://www.dot.ca.gov/hq/tpp/grants.html
Environmental Justice: Context-Sensitive Planning*	Jorge Rivas Caltrans (916) 654-6236 jorge_rivas@dot.ca.gov	Grants for 2011/2012 due April 1, 2011 (anticipated deadline) Eligible Applicants: Cities and Counties	Budget is \$3 million , each project not to exceed \$300,000; this grant requires a local 10% match with a maximum 5% in-kind contribution allowed	This program provides funding for transportation planning-related projects that promote environmental justice in local planning; contribute to the early and continuous involvement of low-income and minority communities in the planning and decision-making process; improve mobility and access for under-served communities; and create a business climate that leads to more economic opportunities, services and affordable housing.	Eligible Projects: Transit Innovation studies/plans, comprehensive mobility studies/plans, context-sensitive streetscapes or town center studies, complete street studies, context-sensitive community development planning, community-friendly goods movement transportation corridors, ports, and airports studies, etc http://www.dot.ca.gov/hq/tpp/grants.html

*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.

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STA Board Meeting Highlights
October 13, 2010
6:00 p.m.

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STA Clerk of the Board
RE: Summary Actions of the October 13, 2010 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of October 13, 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
Elizabeth Patterson	City of Benicia
Jack Batchelor, Jr.	City of Dixon
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Erin Hannigan (Alternate Board Member)	City of Vallejo
Jim Spering	County of Solano

BOARD MEMBERS ABSENT:

Osby Davis	City of Vallejo
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ACTION – FINANCIAL ITEMS

A. Issue Request for Proposals for Detailed Preliminary Engineering and Final Design for Early Construction Packages for the I-80/I-680/State Route (SR) 12 Interchange Recommendation:

Authorize the Executive Director to:

1. Issue a Request for Proposals (RFP);
2. Select two consultant teams to provide detailed preliminary engineering and final design services; and
3. Award contracts up to a total of \$15.5 million.

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

ACTION – NON-FINANCIAL ITEMS

A. Implementation Priorities for I-80 Corridor Projects

Recommendation:

Approve the following implementation priorities for the I-80 Corridor:

1. The I-80/I-680/SR 12 Interchange Project;
2. I-80 Red Top to I-505 Express Lanes Project; and
3. I-80 Freeway Performance Initiative (FPI) Traffic Operations System along the I-80.

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

B. STA's Draft 2011 Legislative Priorities and Platform

Recommendation:

Authorize the Executive Director to distribute the Draft 2011 Legislative Priorities Platform for a 30-day review and comment period.

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

C. Status of Vallejo Baylink Ferry Transition to the Water Emergency Transportation Authority (WETA)

Recommendation:

Approve the following:

1. The Principles of Support for Vallejo Baylink Ferry Transition to WETA as specified in Attachment C; and
2. Authorize the Executive Director to forward these Principles to MTC, Vallejo, and WETA.

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

CONSENT CALENDAR ITEMS

On a motion by Board Member Board Augustine, and a second by Board Member Patterson, the STA Board approved Consent Calendar Items A through K with the exception to pull for discussion Item K, Senior and Disabled Transportation Advisory Committee – Appointment of Transit Contractor.

A. STA Board Meeting Minutes of September 8, 2010

Recommendation:

Approve STA Board Meeting Minutes of September 8, 2010.

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of September 29, 2010

Recommendation:

Receive and file.

- C. Fiscal Year (FY) 2010-11 Indirect Cost Allocation Plan (ICAP)**
Recommendation:
 Approve the following:
1. ICAP Rate Application for FY 2010-11; and
 2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.
- D. Congestion Mitigation Air Quality (CMAQ)/Transportation Development Act (TDA) Funding Swap Between the City of Dixon & the City of Vacaville**
Recommendation:
 Authorize the Executive Director to enter into a funding agreement between the City of Dixon and the City of Vacaville to swap \$975,000 of Transportation Development Act (TDA) funds by the end of 2015.
- E. Appointment of Bicycle Advisory Committee (BAC) Member**
Recommendation:
 Appoint Nancy Lund as City of Benicia’s representative to the STA Bicycle Advisory Committee for a three-year term.
- F. Appointment of Paratransit Coordinating Council (PCC) Member**
Recommendation:
 Appoint Alicia Roundtree as a Social Service Provider representative to the PCC for a three-year term.
- G. Contract Amendment for Parsons Brinckerhoff (PB) for Construction Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex Projects**
Recommendation:
 Approve Contract Amendment for PB in the amount of \$475,800 for additional CM services required for the I-80/I-680/SR 12 Interchange Complex projects.
- H. Mitigation Agreement for I-80 Eastbound Cordelia Truck Scales Relocation Project**
Recommendation:
 Authorize the Executive Director to finalize and execute an agreement with Elsie Gridley Mitigation Bank for \$9,000 for seasonal wetland mitigation for the I-80 Eastbound Cordelia Truck Scales Relocation Project.
- I. Resolutions of Local Support for Solano Napa Commuter Information (SNCI) & Safe Routes to School (SR2S) Programs**
Recommendation:
 Approve the following:
1. Program an additional \$305,000 of Eastern Solano Congestion Mitigation and Air Quality funds to the STA’s Safe Routes to School Program; and
 2. Adopt Resolution 2010-15 for \$1,116,000 for the STA’s Safe Routes to School Program; and,
 3. Adopt Resolution 2010-16 for \$445,000 for the STA’s SNCI Program.
- J. Bay Area Air Quality Management District (BAAQMD)’s Fiscal Year(FY) 2011-12 Transportation Fund for Clean Air (TFCA) Program Manager Fund Policies**
Recommendation:
 Authorize the STA Chair to send a letter to the BAAQMD commenting on the draft TFCA Program Manager Fund Policies for FY 2011-12.

K. Senior and Disabled Transportation Advisory Committee – Appointment of Transit Contractor

Recommendation

Approve the following:

1. Modify the Senior and Disabled Transportation Advisory Committee membership to include a Solano Transit Contractor as shown on Attachment A; and
2. Appoint MV Transportation to fill the Solano Transit Contractor category on the Senior and Disabled Transportation Advisory Committee.

After discussion, there was consensus by the STA Board to bring this item to the Senior and Disabled Transportation Advisory Committee and its Planning Committee for staff to bring back to the Board with a recommendation.

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

A. MTC Report:

None presented.

B. Caltrans Report:

None presented.

C. STA Reports:

1. **State Budget/State Legislative Update** presented by Gus Khouri.
2. **Presentation of Express Bus Intermodal Stations**
 - a. **Benicia Intermodal Project Status Update** presented by Charlie Knox
 - b. **Fairfield Transportation Center (FTC) Parking Expansion Project Status Update** presented by Wayne Lewis
 - c. **City of Vallejo Transit Center at Curtola & Lemon Project Status Update** presented by David Kleinschmidt
 - d. **Vacaville Transportation Center Project Status Update** presented by Rod Moresco
3. **Presentation of SolanoExpress FY 2009-10 Annual Ridership** presented by Liz Niedziela
4. **Presentation of STA's 13th Annual STA Awards Nominees** presented by Jayne Bauer
5. **Directors Reports:**
 - a. **Planning:**

Robert Macaulay described STA's public outreach effort to provide information to property owners along the SR 12 Jameson Canyon corridor regarding bicycle and pedestrian trails. He noted an open house is planned for October 19, 6:00 – 8:00 p.m. at the Solano County Office of Education.
 - b. **Project:**

None presented.
 - c. **Rideshares**

Elizabeth Richards provided a report on the SNCI Program community and employer events.

INFORMATIONAL ITEMS - NO DISCUSSION

- A. Solano Sustainable Communities Strategy Update**
- B. SolanoExpress Fiscal Year (FY) 2009-10 Annual Ridership Report**
- C. 3-Year Project Initiation Document (PID) Priorities for Caltrans**
- D. California Transit Association (CTA) Unfunded Transit Needs Study**
- E. Notice of Proposed Urban Area Criteria for 2010 Census Status - Transit Urbanized Boundaries**
- F. Unmet Transit Needs Process for Fiscal Year (FY) 2010-11 and FY 2011-12**
- G. Safe Routes to School Program Update**
- H. Fiscal Year (FY) 2009-10 Abandoned Vehicle Abatement (AVA) Program Annual Report**
- I. State Route (SR) 12 Jameson Road Canyon Bicycle and Pedestrian Corridor Study Status and Open House**
- J. Funding Opportunities Summary**
- K. STA Board Meeting Schedule for 2010 and 2011**

ADJOURNMENT

The STA Board meeting was adjourned at 7:30 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, December 8, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

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DATE: November 5, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Johanna Masielat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for the Remainder
of Calendar Year 2010 and Meeting Schedule for Calendar Year 2011

Background:

Attached are the STA Board and Advisory Committee Meeting Schedule for the Remainder of Calendar Year 2010 and Meeting Schedule for Calendar Year 2010 that may be of interest to the STA TAC and Consortium.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. STA Board and Advisory Committee Meeting Schedule for the Remainder of Calendar Year 2010
- B. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2011



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
REMAINDER OF CALENDAR YEAR 2010**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., November 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., November 18	1:30 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Wed., November TBD	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

SUMMARY:

STA Board: Meets 2nd Wednesday of Every Month
 Consortium/TAC: Meets *Last* Wednesday of Every Month
 BAC: Meets 1st Thursday of every *Odd* Month
 PAC: Meets 3rd Thursday of every *Odd* Month
 PCC: Meets 3rd Thursdays of every *Odd* Month



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2011**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., January 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., January 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., January 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., February 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 23	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., March 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., March 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., March 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., April 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., May 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., May 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., July 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
July 27 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 7	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs. September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., September 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 9	6:00 p.m.	STA's 14 th Annual Awards	TBD – Rio Vista	TBD
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., November 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

SUMMARY:

STA Board: Meets 2nd Wednesday of Every Month
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