



MEETING NOTICE

Wednesday, September 10, 2008

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

**STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585**

Members:

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

**5:30 p.m. Closed Session
6:00 p.m. Regular Meeting**

**MISSION STATEMENT – SOLANO TRANSPORTATION AUTHORITY
To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.**

Times set forth on agenda is an estimate. Items may be heard before or after the times designated.

ITEM	BOARD/STAFF PERSON
I. CLOSED SESSION: (5:30 - 6:00 p.m.) PERSONNEL CLOSED SESSION pursuant to California Code Section 549547 et seq.; Executive Director Performance Review	
II. CALL TO ORDER – CONFIRM QUORUM (6:00 p.m.)	Chair Woodruff
III. PLEDGE OF ALLEGIANCE	
IV. APPROVAL OF AGENDA	
V. OPPORTUNITY FOR PUBLIC COMMENT (6:00– 6:05 p.m.)	

Pursuant to the Brown Act, public agencies must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency’s agenda for that meeting. Comments are limited to no more than 3 minutes per speaker. Gov’t Code §54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

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

STA BOARD MEMBERS

Ed Woodruff Chair City of Rio Vista	Jim Spering Vice Chair County of Solano	Elizabeth Patterson City of Benicia	Mary Ann Courville City of Dixon	Harry Price City of Fairfield	Pete Sanchez City of Suisun City	Len Augustine City of Vacaville	Osby Davis City of Vallejo
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STA BOARD ALTERNATES

Jan Vick	Mike Reagan	Alan Schwartzman	Jack Batchelor, Jr.	Chuck Timm	Mike Segala	Steve Wilkins	Tom Barte
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**The complete STA Board Meeting Packet is available on
STA’s Website at www.solanolinks.com**

VI. EXECUTIVE DIRECTOR'S REPORT

(6:05 – 6:10 p.m.)

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

(6:10 – 6:50 p.m.)

A. Caltrans Report:

Statewide Perspective on High Occupancy Toll (HOT) Lanes and Corridor Management

Jim Bourgart, Business, Transportation, and Housing (BT&H)

B. MTC Report:

Proposed Regional HOT Lanes Network

Andrew Fremier, MTC/BATA
Doug Kimsey, MTC

C. STA Report:

1. Southern California Project Tour

Janet Adams

2. Legislative Update

Gus Khouri

3. SolanoExpress Ridership Report for FY 2007-08

Liz Niedziela

4. SNCI Program Year-End Report for FY 2007-08

Judy Leaks

5. State Route (SR) 12 Safety Plan Update

Robert Macaulay

VIII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

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

(6:50 – 6:55 p.m.)

A. STA Board Meeting Minutes of July 9, 2008

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of July 9, 2008.

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B. Review TAC Draft Minutes for the Meeting of August 27, 2008

Johanna Masiclat

Recommendation:

Receive and file.

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C. Emergency Ride Home Program Contract Amendments

Judy Leaks

Recommendation:

Authorize the Executive Director to execute amendments to extend the term of the existing contracts to deliver the Solano Emergency Ride Home (ERH) Program with Budget Car and Truck Rental of Fairfield and Veteran Corporation for two years with a two-year extension option.

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- D. STA Marketing Consultant Services for Fiscal Year (FY) 2008-09, Moore Iacofano Goltsman (MIG) Contract Amendment** Elizabeth Richards
Recommendation:
Approve Contract Amendment No. 2 with Moore Iacofano Goltsman (MIG) for FY 2008-09 for an amount of \$80,000 for services as outlined in the Scope of Services (Attachment A)
Pg. 23
- E. Contract Amendment for the I-80/I-680/State Route (SR) 12 Interchange Environmental Document - Mark Thomas/Nolte Joint (MTCO/Nolte) Venture** Janet Adams
Recommendation:
Authorize the Executive Director to execute a contract amendment with the MTCO/Nolte Joint Venture to complete the EIR/EIS and perform detailed preliminary engineering for the I-80/I-680/SR12 Interchange for an amount not-to-exceed \$6,000,000.
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- F. State Route (SR) 12 Jameson Canyon Co-Project Manager Contract Amendment** Janet Adams
Recommendation:
Authorize the Executive Director to execute a contract amendment with Cordoba Consulting Inc. to continue Project Management services on the SR 12 Jameson Canyon project for an amount not-to-exceed \$240,000 for an additional two year term.
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- G. North Connector Phase 1 Project - Award of Construction Contract** Janet Adams
Recommendation:
Approve Resolution No. 2008-07 for the construction of the North Connector Phase 1 (Abernathy/I-80) Project in the amount \$710,000.
Pg. 31
- H. Jepson Parkway Project Contract Amendment** Janet Adams
Recommendation:
Authorize the Executive Director to amend the contract with PBS&J for \$500,000 for the additional work necessary to support completing the Final EIR/EIS.
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- I. North Connector Project – Right of Way Acquisition and Relocation** Janet Adams
Recommendation:
Authorize the Executive Director to make payments for the right of way acquisition and relocation costs associated with the East End of the North Connector Project for a total amount not to exceed \$7.0 million.
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- J. State Legislative Advocacy Services Contract Award** Jayne Bauer
Recommendation:
Authorize the Executive Director to execute a contract for State Lobbying Consultant Services between the Solano Transportation Authority and Shaw/Yoder, Inc. for specified state legislative advocacy services between October 1, 2008 through September 30, 2010 for an annual amount not to exceed \$46,500.
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IX. ACTION FINANCIAL ITEMS

- A. Staff Report to be Distributed after Closed Session – Proposed Compensation Changes for Executive Director** Charles Lamoree
Recommendation:
Approve compensation changes as specified in Attachment A: Amendment No. 9 to Executive Director’s Employment Agreement. (6:55 – 7:00 p.m.)
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- B. State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09 Regional Paratransit Allocation** Elizabeth Richards
Recommendation:
Approve the list of FY 2008-09 Regional Paratransit projects as specified in Attachment A. (7:00 – 7:05 p.m.)
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- C. State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09 Status and Allocation Amendment** Elizabeth Richards
Recommendation:
Approve Amendment No. 1 to the allocation of State Transit Assistance funds for FY 2008-09 as specified in Attachments B and C. (7:05 – 7:10 p.m.)
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**D. 2007-09 Job Access Reverse Commute (JARC) Lifeline
Transportation Funding Program**

Elizabeth Richards

Recommendation:

Approve the following:

1. The 2008 Solano JARC Lifeline Project Funding Plan as specified in Attachment B; and
2. Authorize the Executive Director to submit the Lifeline Project Funding Plan to MTC.

(7:10 – 7:15 p.m.)

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X. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer

Recommendation:

Approve the specified positions on the following items:

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

(7:15 – 7:20 p.m.)

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B. Update to STA's Joint Powers Agreement

Charles Lamoree

Recommendation:

Authorize the Executive Director to forward the draft update of the STA's Joint Powers Agreement to the eight member agencies as specified in Attachment B.

(7:20 – 7:30 p.m.)

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XI. INFORMATIONAL ITEMS

**A. Fiscal Year (FY) 2008-09 and FY 2009-10 Approved Budget
Summation**

Susan Furtado

Informational

(7:30 – 7:35 p.m.)

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NO DISCUSSION NECESSARY

**B. Regional Transportation Impact Fee Feasibility Study
Update**

Janet Adams

Informational

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- | | | |
|----|---|-----------------|
| C. | Regional Transportation Plan (RTP) T2035 Update
<u>Informational</u>
Pg. 161 | Robert Macaulay |
| D. | Comprehensive Transportation Plan (CTP) Update
<u>Informational</u>
Pg. 167 | Robert Macaulay |
| E. | STA Annual Awards Program
<u>Informational</u>
Pg. 173 | Jayne Bauer |
| F. | SolanoExpress Annual Ridership Update
<u>Informational</u>
Pg. 183 | Liz Niedziela |
| G. | Lifeline Call for Projects
<u>Informational</u>
Pg. 189 | Liz Niedziela |
| H. | Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2007-08 Year-End Report
<u>Informational</u>
Pg. 201 | Judy Leaks |
| I | STA's Conflict of Interest Code for Designated Positions
<u>Informational</u>
Pg. 207 | Charles Lamoree |
| J. | State Route (SR) 113 Major Investment and Corridor Study
Update
<u>Informational</u>
Pg. 209 | Robert Guerrero |
| K. | State Route (SR) 12 Status Update
<u>Informational</u>
Pg. 211 | Robert Macaulay |
| L. | Project Delivery Update
<u>Informational</u>
Pg. 213 | Sam Shelton |
| M. | Funding Opportunities Summary
<u>Informational</u>
Pg. 217 | Sara Woo |

N. **STA Board Meeting Schedule for 2008**
Informational
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Johanna Masiclat

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, October 8, 2008, 6:00 p.m., Suisun City Hall Council Chambers.**

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MEMORANDUM

DATE: September 2, 2008
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –September 2008

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

Regional HOT Lanes on Tap for Discussion *

One of the new proposals to emerge from the recent completion of the draft Regional Transportation Plan (RTP) prepared by the Metropolitan Transportation Commission (MTC) is the concept of a Regional High Occupancy Toll (HOT) Network for the Bay Area. MTC has proposed that the nine county Bay Area's current and future High Occupancy Vehicle (HOV) Lanes be converted to HOT lanes to allow for the charging of single occupancy vehicles to use the excess capacity currently available in each HOV lane. According to MTC's Regional HOT/HOV Lanes network, both the I-80 and I-680 would be candidate corridors for this proposed network. Concurrently, the State of California through its Business, Transportation and Housing Agency (BT&H) recently convened a statewide meeting of transportation agencies to discuss various HOT lane projects and proposals that are currently taking shape throughout California. STA has invited Jim Bourgart, Under Secretary for Transportation with BT&H, to provide STA with an overview of this issue at the state level and staff from MTC to present the region's proposed Regional HOT Lanes Network Plan and principles for information. Staff will also provide an overview of the STA Board's recent trip to Southern California where several managed corridor and HOT lanes projects were toured.

Segment of SR 12 Dedicated to Officer David Frank Lamoree

On September 4, 2008, a segment of State Route (SR) 12 near SR 113 was dedicated by the California Department of Transportation (Caltrans) in memory of Rio Vista Police Officer David Frank Lamoree, who tragically lost his life while driving on this segment of SR 12. The STA joined with the City of Rio Vista and Assembly Member Lois Wolk to sponsor the passage of the legislation necessary to dedicate this state roadway in his memory and to help serve as a constant reminder to the importance of driving safely on SR 12. The cost for the signs was covered by the generous donation of the Rio Vista Police Officer's Association.

STA Budget Document Reflects Range of Fund Sources *

In July, the STA Board approved an update to its FY 2008-09 budget and adopted its initial budget for FY 2009-10. As part of the discussion of this budget, Board Member Patterson requested staff provide additional information regarding the various fund sources that comprise the budget and how they correspond to the STA's 41 item Overall Work Program for the next two years. STA's Susan Furtado, Finance Analyst/Accountant has worked with the STA's three department directors to prepare this information and she has compiled into a newly created STA budget booklet for the entire board. This contains the information pertaining to revenue sources and how they correspond to the overall work program. In addition, Board Member Patterson requested information regarding how performance measures are reflected in the budget process. Staff is planning to work with the STA Board to identify a variety of performance measures as part of the development of the update to the Solano Comprehensive Transportation Plan (CTP) that is currently underway. Through this process, performance measures can be identified for each of the planning, projects and programs undertaken by the STA.

Update to STA's Joint Powers Agreement *

Over the past few month, STA Legal Counsel, Chuck Lamoree, and staff have discussed with the STA Board's Executive Committee that need to update the STA's Joint Powers Agreement (JPA) to more accurately reflect a number of the transportation activities undertaken by the STA. The STA's JPA was last updated over ten years ago and the STA has significantly expanded its transportation roles and responsibilities in recent years, particularly in the area of project delivery. STA Legal Counsel has developed a series of recommended amended language to the STA JPA for review by the STA Board. Any amendments to the STA's JPA must be approved by all eight member agencies that comprise the STA.

Fairfield City Council Decides to Move Forward with Current Train Station Site

On August 19, 2008, the Fairfield City Council voted unanimously to continue to support the current site for the proposed new Fairfield/Vacaville Train Station. This site had previously received support from the City of Vacaville, STA, and the Capital Corridor Joint Powers Board (CCJPB). The next step will be to get the project back on schedule for a near term completion of phase 1 of the project and the initiation of expanded CCJPB service at this site once the station is completed. Currently, there is \$29 million in federal, state, regional and local funds dedicated to this project and STA staff will continue to work to help move this project forward. An update from the City of Fairfield will be provided at a future STA Board in conjunction with a presentation from CCJPB staff on the phenomenal continued ridership growth of the CCJPB rail service.

SolanoExpress Bus Ridership Grows in FY 2007-08 *

Six of the seven SolanoExpress Bus Routes experienced ridership increases in Fiscal Year (FY) 2007-08. Overall the system's ridership increased by 10% over the previous year and SolanoExpress ridership exceeded 1 million in annual riders.

Solano Commute Challenge off to a Fast Start

STA's 2nd Annual Solano Commute Challenge is off to a fast start in 2008 with 26 employers and over 180 of their employees already signed up to participate during the opening two weeks of this year's event. Last year, a total of 27 employers and 296 of their employees participated by taking the challenge to commute to work by either transit, bike or walking.

STA Allocates STA Funds for Transit and Paratransit Priorities *

Over the past several months, STA staff has worked with members of the SolanoExpress Transit Consortium to allocate State Transit Assistance Funds (STAF) and Regional Paratransit STAF for a list of priority transit services, studies and projects. Due to the uncertainty associated with the total amount of STAF expected to be available for Solano County subject to the forthcoming approval of the State Budget for FY 2008-09 by the State Legislature and the Governor, staff is only recommending the programming of the carry over STAF funds from last year and the base amount for this year.

STA Assists in Development of Baylink Ferry Transitional Operating Plan

With the policy direction of the STA Board, STA staff has been working with staff from the City of Vallejo, the Metropolitan Transportation Commission (MTC), and the Water Emergency Transit Authority (WETA) to develop a Transitional Operating Plan for the Baylink Ferry for FY 2008-09 prior to the transfer of the service by Vallejo to WETA as required by SB 916 (Perata). A proposal has been developed through a combination of bridge toll transit operating funds and local transit funds to be provided by STA and the County of Solano to help make up a projected \$1.9 million operating deficit in FY 2008/09.

Attachment:

- A. STA Acronyms List of Transportation Terms



STA ACRONYMS LIST OF TRANSPORTATION TERMS

A		F	
ABAG	Association of Bay Area Governments	PAC	Pedestrian Advisory Committee
ADA	American Disabilities Act	PCC	Paratransit Coordinating Council
AVA	Abandoned Vehicle Abatement	PCRPP	Planning and Congestion Relief Program
APDE	Advanced Project Development Element (STIP)	PDS	Project Development Support
AQMD	Air Quality Management District	PDT	Project Delivery Team
B		PMP	Pavement Management Program
BAAQMD	Bay Area Air Quality Management District	PMS	Pavement Management System
BABC	Bay Area Bicycle Coalition	PNR	Park and Ride
BAC	Bicycle Advisory Committee	POP	Program of Projects
BATA	Bay Area Toll Authority	PPM	Planning, Programming and Monitoring
BCDC	Bay Conservation and Development Commission	PSR	Project Study Report
BT&H	Business, Transportation & Housing Agency	PTA	Public Transportation Account
C		PTAC	Partnership Technical Advisory Committee (MTC)
CAF	Clean Air Funds	R	
CALTRANS	California Department of Transportation	RABA	Revenue Alignment Budget Authority
CARB	California Air Resources Board	REPEG	Regional Environmental Public Education Group
CCCC (4'Cs)	City County Coordinating Council	RFP	Request for Proposal
CCCTA (3CTA)	Central Contra Costa Transit Authority	RFQ	Request for Qualification
CEQA	California Environmental Quality Act	RM 2	Regional Measure 2
CHP	California Highway Patrol	RRP	Regional Rideshare Program
CIP	Capital Improvement Program	RTEP	Regional Transit Expansion Policy
CMA	Congestion Management Agency	RTIP	Regional Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality	RTMC	Regional Transit Marketing Committee
CMP	Congestion Management Program	RTP	Regional Transportation Plan
CNG	Compressed Natural Gas	RTPA	Regional Transportation Planning Agency
CTA	County Transportation Authority	S	
CTC	California Transportation Commission	SACOG	Sacramento Area Council of Governments
CTEP	County Transportation Expenditure Plan	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
CTP	Comprehensive Transportation Plan	SCTA	Sonoma County Transportation Authority
D		SHOPP	State Highway Operations and Protection Program
DBE	Disadvantaged Business Enterprise	SJCOG	San Joaquin Council of Governments
DOT	Federal Department of Transportation	SNCI	Solano Napa Commuter Information
E		SOV	Single Occupant Vehicle
EIR	Environmental Impact Report	SMAQMD	Sacramento Metropolitan Air Quality Management District
EIS	Environmental Impact Statement	SP&R	State Planning and Research
EPA	Environmental Protection Agency	SR2S	Safe Routes to School
F		SR2T	Safe Routes to Transit
FHWA	Federal Highway Administration	SRITP	Short Range Intercity Transit Plan
FST	Fairfield-Suisun Transit	SRTIP	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
G		STA	Spare the Air
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
H		STIP	State Transportation Improvement Program
HIP	Housing Incentive Program	STP	Surface Transportation Program
HOV	High Occupancy Vehicle	T	
I		TAC	Technical Advisory Committee
ISTEA	Intermodal Surface Transportation Efficiency Act	TAM	Transportation Authority of Marin
ITIP	Interregional Transportation Improvement Program	TANF	Temporary Assistance for Needy Families
ITS	Intelligent Transportation System	TAZ	Transportation Analysis Zone
J		TCI	Transportation Capital Improvement
JARC	Jobs Access Reverse Commute	TCM	Transportation Control Measure
JPA	Joint Powers Agreement	TCRP	Transportation Congestion Relief Program
L		TDA	Transportation Development Act
LS&R	Local Streets & Roads	TDM	Transportation Demand Management
LTA	Local Transportation Funds	TEA	Transportation Enhancement Activity
LEV	Low Emission Vehicle	TEA-21	Transportation Efficiency Act for the 21 st Century
LIFT	Low Income Flexible Transportation	TFCA	Transportation Funds for Clean Air
LOS	Level of Service	TIF	Transportation Investment Fund
LTF	Local Transportation Funds	TIP	Transportation Improvement Program
M		TLC	Transportation for Livable Communities
MIS	Major Investment Study	TMA	Transportation Management Association
MOU	Memorandum of Understanding	TMP	Transportation Management Plan
MPO	Metropolitan Planning Organization	TMTAC	Transportation Management Technical Advisory Committee
MTC	Metropolitan Transportation Commission	TOS	Traffic Operation System
MTS	Metropolitan Transportation System	TRAC	Trails Advisory Committee
N		TSM	Transportation Systems Management
NEPA	National Environmental Policy Act	U, V, W Y, & Z	
NCTPA	Napa County Transportation Planning Agency	UZA	Urbanized Area
NHS	National Highway System	VTA	Valley Transportation Authority (Santa Clara)
NVTA	Napa Valley Transportation Authority	WZW	Wellfare to Work
O		WCCCTAC	West Contra Costa County Transportation Advisory Committee
OTS	Office of Traffic Safety	YSAQMD	Yolo/Solano Air Quality Management District
		ZEV	Zero Emission Vehicle



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
July 9, 2008

I. CLOSED SESSION

Closed session to discuss Executive Director Performance Review. Chuck Lamoree, Legal Counsel, indicated that the annual evaluation process for the Executive Director has been completed. He stated that a request to approve the contract amendment, as specified in the staff report, will be discussed under Agenda Item IX.A, Proposed Compensation Changes for Executive Director.

II. CALL TO ORDER

Chair Woodruff called the regular meeting to order at 6:20 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Eddie Woodruff (Chair)	City of Rio Vista
	Jim Spering (Vice Chair)	County of Solano
	Elizabeth Patterson	City of Benicia
	Mary Ann Courville	City of Dixon
	Harry Price	City of Fairfield
	Pete Sanchez	City of Suisun City
	Len Augustine	City of Vacaville
	Osby Davis	City of Vallejo

MEMBERS

ABSENT: None.

STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Charles Lamoree	Legal Counsel
	Johanna Masiclat	Clerk of the Board
	Janet Adams	Director of Projects
	Robert Macaulay	Director of Planning
	Elizabeth Richards	Director of Transit and Rideshare Services
	Liz Niedziela	Transit Manager/Analyst
	Susan Furtado	Financial Analyst/Accountant
	Robert Guerrero	Senior Planner
	Sam Shelton	Assistant Project Manager
	Sara Woo	Planning Assistant

ALSO

PRESENT: *In Alphabetical Order by Last Name:*

Danny Bernardini	The Reporter
Nicole Byrd	Greenbelt Alliance
Brigitta Corsello	County of Solano
George Fink	City of Fairfield
Dan Kasperson	City of Suisun City
Gary Leach	City of Vallejo
Wayne Lewis	City of Fairfield
Rod Moresco	City of Vacaville
Dale Pfeiffer	City of Vacaville
Dan Schiada	City of Benicia
Mike Segala	City of Suisun City

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

On a motion by Board Member Augustine, and a second by Board Member Price, the STA Board approved the agenda with the exception to add the following:

- Agenda Item IX.A, Proposed Compensation Changes for Executive Director
- Agenda Item IX.E, Right-of-Way Relocation Services for the North Connector Project.

V. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

VI. EXECUTIVE DIRECTOR’S REPORT

Daryl Halls provided an update on the following topics:

- Consideration of STA Budget for FY 2008-09 and FY 2009
- STA Engages the Public on Forthcoming Projects
- Fairfield City Council Considers Moving Train Station Site
- North Connector TLC Plan
- Jepson Parkway Project Implementation Plan
- Solano Paratransit Funding Agreement Process Reveals Need for Follow-up Assessment Study
- Ferry Riders Embrace SolanoExpress/Regional Measure 2 Marketing Plan
- CBO Studies Identify Lifeline Program Priorities

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

A. MTC Report:
None presented.

B. Caltrans Report:
None presented.

C. STA Report :

1. Chair Woodruff presented a Proclamation of Appreciation to City of Vacaville's Retiring Public Works Director Dale Pfeiffer.
2. State Route (SR) 12 Safety Plan Update was presented by Robert Macaulay.
3. Status Update of Options to Address Vallejo Transit's Request for Assistance in Addressing Operations Shortfalls for the Baylink Ferry and Local Transit was presented by Daryl Halls.
4. SolanoExpress Route 30 Service Changes were presented by Liz Niedziela, STA and George Fink, Fairfield and Suisun Transit (FAST).

VIII. CONSENT CALENDAR

On a motion by Vice Chair Sperring, and a second by Board Member Augustine, the STA Board approved Consent Calendar Items A thru L.

A. STA Board Meeting Minutes of June 11, 2008

Recommendation:

Approve STA Board Meeting Minutes of June 11 2008.

B. Review TAC Draft Minutes for the Meeting of June 25, 2008

Recommendation:

Receive and file.

C. Pedestrian Advisory Committee (PAC) By-Laws

Recommendation:

Approve amending the PAC by-laws from:

A quorum shall consist of the majority of the PAC members of the Cities, the County, member at large, and organizational members. (As presently in the by-laws)

To:

A quorum shall consist of the majority of the PAC members of the Cities, the County, and Members at Large. (As recommended by the BAC/PAC subcommittee)

D. Solano Pedestrian Advisory Committee (PAC) Member Appointments

Recommendation:

Appoint City of Benicia's Carol Day and City of Fairfield's Erica Gallegos to the Pedestrian Advisory Committee for a three-year term.

E. Fiscal Year (FY) 2008-09 Indirect Cost Allocation Plan (ICAP) Application

Recommendation:

Approve the ICAP Rate for FY 2008-09 and authorize the Executive Director to submit the ICAP application to Caltrans.

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

Recommendation:

Approve the June 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

G. Lifeline Program Call for Projects

Recommendation:

Approve the following:

1. Authorize the Executive Director to issue a call for Lifeline Projects; and
2. Authorize the STA Chair to appoint two Lifeline Advisory Committee members who represent the child care community and the Paratransit Coordinating Council.

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

Recommendation:

Approve the Solano Napa Commuter Information Work Program for FY 2008-09.

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

Recommendation:

Approve the following:

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

J. Federal 5310 Program

Recommendation:

Adopt Resolution No. 2008-06 authorizing the Executive Director to sign and certify that no non-profit corporations or associations are readily available in the service area to provide the propose service.

K. DKS Associates Contract Amendment for a Financial Assessment of Vallejo Transit

Recommendation:

Authorize the Executive Director to amend the consultant contract with DKS Associates in an amount not to exceed \$24,900 with a contract time extension until January 31, 2009 for the purpose of completing a Financial Assessment of Vallejo Transit.

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

Recommendation:

Approve the CTP Subsidiary Studies Scope of Work as shown in Attachments A, B, and C.

IX. ACTION – FINANCIAL ITEMS

A. Proposed Compensation Changes for Executive Director

Charles Lamoree addressed the STA Board that in reporting out from the Closed Session, the Board did not complete the evaluation of the Executive Director therefore the item will be continued at the September 10, 2008 meeting.

B. Fiscal Year (FY) 2008-09 Budget Revisions and Proposed Budget FY 2009-10

Daryl Halls provided an overview of STA's FY 2008-09 Budget Revision prepared by Susan Furtado that included changes to the approved budget from \$11.01 million to \$33.24 million and proposed budget for FY 2009-10 of \$36.38 million. He cited that the increase is due to a combination of anticipated amount of funds carryover from FY 2007-08 for the continuation of projects and project delivery and schedule modifications that have been approved by the STA Board.

Public Comment:

None presented.

Board Comment:

Board Member Patterson noted some suggestions she would like from staff to include in the next Budget report. They are as follows:

1. Consider performance measures approach to match the budget with STA's current policies;
2. Develop metrics for improved and enhanced mobility in the county; and
3. Show percentages of expenses in project and planning

After discussion, the STA Board concurred to forward the suggestions made by Board Member Patterson to the Executive Committee.

Daryl Halls cited that staff would bring this item back at a future meeting for a mid-year budget check.

Recommendation:

Approve the following:

1. Adopt FY 2008-09 Budget Revision as shown in Attachment A;
2. Adopt FY 2009-10 Proposed Budget as shown in Attachment B;
3. Approve the 3.0% COLA for STA staff for FY 2008-09 as included in the budget; and
4. Approve the following modifications to STA Job Classifications:
 - a. Modifying Job Classification and Salary Range of Director of Projects to Deputy Director/Director of Projects;
 - b. Modification of Salary Range for Director of Transit and Rideshare Services;
 - c. Establishment of a Project Manager Position; and
 - d. Establishment of a Part-time Marketing Assistant Position.

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

C. Authorization to Initiate Feasibility Study for Regional Transportation Impact Fee

Daryl Halls recommended the STA Board to consider authorizing STA staff to move forward with the feasibility study for regional traffic impact fees. He cited that the direction at the May follow-up meeting of the SR 12 Steering Committee and SR 113 Steering Committee was for the feasibility study to include an assessment of issues, future growth impacts to be addressed, potential projects to be funded to address these impacts, projected revenues to be raised, a range of fee options, and options for participation at either a corridor, sub-regional or countywide level.

Public Comments:

None presented.

Board Comments:

After discussion, the STA Board approved the recommendations as listed below.

Recommendation:

Approve the following:

1. Authorize the Executive Director to initiate a feasibility study to examine potential options and benefits regarding the initiation of a regional traffic impact fee;
2. Authorize the Executive Director to issue a Request for Qualifications to conduct a feasibility study;
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$75,000; and
4. Authorize the STA Chair to form an advisory committee comprised of members of Arterials, Highways and Freeways Committee, the SR 12 Steering Committee, and the SR 113 Steering Committee.

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

D. Solano Paratransit Funding and Services Agreement and Solano Paratransit Assessment Study

Elizabeth Richards outlined and reviewed each recommendation listed below.

Public Comments:

None presented.

Board Comments:

Board Member Courville expressed that she would have preferred knowing the specific amount each jurisdiction was going to pay and how that related to the usage of Solano Paratransit. Elizabeth Richards responded that the individual cost amounts were provided to staff and that the number of Solano Paratransit trips by residents of each jurisdiction was one of the cost factors. Daryl Halls responded that the recommendation is a status quo from last year and that staff should have included the cost break out by agency.

Recommendation:

Authorize the Executive Director to:

1. Extend the agreement for FY 2008-09 with the City of Fairfield to operate Solano Paratransit;
2. Allocate \$192,000 of FY 2008-09 STAF funds for Solano Paratransit operating costs;
3. Apply the existing cost-sharing formula for FY 2008-09;
4. Direct staff to initiate a study to evaluate the existing Solano Paratransit service and to identify and evaluate alternate service delivery options to be completed by January 2009;
5. Allocate \$60,000 of STAF/Solano funds for the Solano Paratransit Assessment and Alternatives Feasibility Study; and

6. Release a Request for Proposals for the Solano Paratransit Assessment and Alternatives Feasibility Study and execute a contract with a consultant for the Solano Paratransit Assessment and Alternatives Feasibility Study for an amount not to exceed \$60,000.

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

E. Addendum

Right-of-Way Relocation Services for the North Connector Project

Janet Adams reviewed the proceedings of the implementation for the North Connector Project. She noted that since the EIR for the North Connector has been certified, right-of-way acquisition is proceeding for the East Segment. She cited the right-of-way acquisition will be completed in two phases, with the East Segment proceeding first and the West Segment right-of-way acquisition not proceeding until full funding has been secured.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Authorize the Executive Director to:

1. Issue a Request for Qualifications (RFQ) to retain a consultant firm to provide right-of-way relocation services for the North Connector Project; and
2. Enter into an agreement with the selected consultant firm for an amount not to exceed \$50,000.

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

X. ACTION – NON-FINANCIAL ITEMS

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

Liz Niedziela distributed and provided a report on the draft CBTP plans for Vallejo and Cordelia area communities. She stated that three separate stakeholders' meetings have been held for each CBTP. She indicated that at these meetings, key concerns were discussed and suggestions were obtained about the best way to conduct the community outreach. She added that the priority projects were identified through the CBTP process and will be eligible to apply for future Lifeline funding. She also specified that the STA will be responsible for programmatic and fiscal oversight of Lifeline Projects.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

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

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

B. North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan

Robert Guerrero provided an overview of the development of the Concept Plan of the North Connector TLC Corridor. He noted that staff is seeking direction regarding the theme of the corridor. He stated that after consulting with the County of Solano and the City of Fairfield public works and planning departments, staff is recommending Theme 2 (Stone and Wood Option). He indicated that the chosen corridor theme will be used to guide improvement designs on the North Connector Project.

Public Comments:

None presented.

Board Comments:

Vice Chair Spring and Board Member Patterson commented on bicycle and pedestrian countywide way-finding signage to differentiate the projects (i.e. Jepson) for consistency.

Recommendation:

Approve the following:

1. Adopt the North Connector Transportation for Livable Communities (TLC) Corridor Concept Plan;
2. Select Theme 2 – Stone and Wood option for as the North Connector design theme as illustrated in Attachment C; and
3. Authorize STA staff to assist the County of Solano and City of Fairfield to adopt and implement the North Connector Transportation for Livable Communities Corridor Concept Plan.

On a motion by Board Member Price, and a second by Vice Chair Spring, the STA Board unanimously approved the recommendation with the way finding signage amendment to differentiate projects.

C. Jepson Parkway Project – Implementation Plan

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

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Authorize the Executive Director to develop the Jepson Parkway Project Implementation Plan.

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

D. Legislative Update

Robert Macaulay provided an overview on five (5) bills and recommended the specified positions to the following :

- Oppose: AB 2546 (De La Torre), Air Toxics “Hot Spots” Information and Assessment Act of 1987; Railyards ;
- Support with Amendments: AB 2558 (Feuer), Climate change mitigation and adaptation fee;
- Watch: SB 303 (Ducheny), Local government; land use planning;
- Support: SB 1422 (Lowenthal), High Speed Rail Authority; and
- Watch: SB 1429 (Perata), Bay Area State-Owned Toll Bridges.

Public Comments:

None presented.

Board Comments:

After further discussion, the STA Board approved the following positions as listed below:

Recommendation:

Approve the specified positions on the following items:

- AB 2546 (De La Torre), Air Toxics “Hot Spots” Information and Assessment Act of 1987; Railyards – Oppose

On a motion by Vice Chair Spering, and a second by Board Member Courville, the STA Board approved the oppose position on AB 2546 (De La Torre), Air Toxics “Hot Spots” Information and Assessment Act of 1987; Railyards.

- AB 2558 (Feuer), Climate change mitigation and adaptation fee - ***Support with-Seek*** amendments –

On a motion by Vice Chair Spering, and a second by Board Member Augustine, the STA Board approved the position on AB 2558 (Feuer), Climate change mitigation and adaptation fee as amended shown above in ***strikethrough bold italics***.

- SB 303 (Ducheny), Local government; land use planning – Watch

On a motion by Vice Chair Spering, and a second by Board Member Price, the STA Board approved the watch position on SB 303 (Ducheny), Local government; and use planning.

- SB 1422 (Lowenthal), High Speed Rail Authority – Support

On a motion by Vice Chair Spering, and a second by Board Member Price, the STA Board approved the support position on SB 1422 (Lowenthal), High Speed Rail Authority.

- SB 1429 (Perata), Bay Area State-Owned Toll Bridges – Watch

On a motion by Vice Chair Spering, and a second by Board Member Price, the STA Board approved the watch position on SB 1429 (Perata), Bay Area State-Owned Toll Bridges.

E. Comprehensive Transportation Plan (CTP) Committee Meeting Report

Robert Macaulay provided a report on the three committees (Alternative Modes, Arterials, Highways and Freeways, and Transit) that have met in May, June, and June 2008. He noted that at the committee meetings a number of fundamental policy issues have been for the STA Board to decide. He cited that the next committee meetings for the Transit and Arterials, Highways and Freeways committees are planned for September 2008, and they will begin to review some of the subsidiary studies, and individual policies and performance measures.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

1. Adopt the Purpose Statement and Goals for the Transit Element included as Attachment D; and
2. Adopt the Purpose Statement and Goals for the Arterials, Highways and Freeways Element included as Attachment E.

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

XI. INFORMATIONAL ITEMS – NO DISCUSSION

- A. SolanoExpress Route 30 Service Change**
- B. Regional Transportation Plan (RTP) T 2035 Priorities**
- C. I-80 Construction Public Outreach**
- D. Capitol Corridor – Quarterly Report**

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
August 27, 2008

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:55 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present: Dan Schiada City of Benicia
Royce Cunningham City of Dixon
Gene Cortright City of Fairfield
Dan Kasperson City of Suisun City
Rod Moresco City of Vacaville
Gary Leach City of Vallejo
Paul Wiese County of Solano

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

Others Present:

(In Alphabetical Order by Last Name)
Ed Huestis City of Vacaville
Jeff Knowles City of Vacaville
Wayne Lewis City of Fairfield
Alysa Majer City of Suisun City

II. APPROVAL OF THE AGENDA

On a motion by Paul Wiese, and a second by Dan Schiada, the STA TAC unanimously 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: Janet Adams provided an overview on the Regional discussions related to the development of a Regional HOT Lanes Network.

V. CONSENT CALENDAR

On a motion by Dan Schiada, and a second by Dan Kasperson, the STA TAC approved Consent Calendar Item A.

A. Minutes of the TAC Meeting of June 25, 2008

Recommendation:

Approve TAC Meeting Minutes of June 25, 2008.

VI. ACTION FINANCIAL ITEMS

A. State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09 Regional Paratransit Allocation

Elizabeth Richards reviewed a draft list of transit projects that STA staff has prepared for approval for the STAF/Regional Paratransit for FY 2008-09 identified by the STA Board as well as programs identified by local transit operators.

Recommendation:

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

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

B. State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09 Status and Allocation Amendment

Elizabeth Richards reviewed staff's approach to the allocation of the STAF funds for FY 2008-09. She summarized the priority transit projects and programs funded for the STAF for FY 2008-09 identified by the STA Board with the adjustments noted and priority transit projects and programs as identified by local transit operators.

Recommendation:

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

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

VII. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer provided a status update of two state bills Assembly Bill (AB) 2558, Climate Change Mitigation and Adaptation Fee and Senate Bill (SB) 375, Transportation, Land Use, and California Environmental Quality Act (CEQA)) which the STA Board has already taken a position as well as two federal bills for which staff recommends taking a position House Representative (HR) 6495, Transportation and Housing Choices for Gas Price Relief Act of 2008 and HR 6052 and the Senate companion legislation Senate (S) 3380, The Saving Energy through Public Transportation Act of 2008.

Recommendation:

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

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

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

VIII. INFORMATIONAL ITEMS

DISCUSSION

A. Regional Transportation Impact Fee Feasibility Study Update

No discussion.

B. Regional Transportation Plan (RTP) T2035 Update

Robert Macaulay stated that MTC took action at their July 23rd meeting to include the amended project list submitted by the STA staff in the Draft RTP. He cited that the Draft Environmental Impact Report (EIR) and air quality conformance analysis are scheduled for release in December 2008.

C. Comprehensive Transportation Plan (CTP) Update

Robert Macaulay reviewed the roadway and transit projects divided into three categories: Implement, Committed, and RTP Financially Constraint Projects. He also noted that the Draft Alternative Modes Purpose and Goals will be provided to the STA Board at its meeting on September 10, 2008.

D. STA Annual Awards Program

Jayne Bauer announced the Call for Nominations for STA's 11th Annual Awards. She cited that the nomination forms are due Wednesday, September 3, 2008.

- E. SolanoExpress Annual Ridership Update**
Liz Niedziela reported the overall ridership for SolanoExpress intercity routes (Fairfield and Suisun Transit (FAST) Routes, 20, 30, 40, and 90; Benicia Breeze, and Vallejo Transit) in FY 2008-08 exceeded 1 million riders with an increased ridership of 10.5% from the previous year.
- F. Lifeline Call for Projects**
Liz Niedziela reviewed the development process of the second cycle of Lifeline funds. She summarized the timeline for JARC and for Prop 1B and STAF for both Tier I and Tier II. In addition, she requested for applicants to apply for all three years of funding in this call for projects instead of waiting until next year.
- G. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2007-08 Year-End Report**
Judy Leaks highlighted the accomplishments of the nine major elements of the SNCI's Work Program for FY 2007-08.
- H. Transit Consolidation Study Update**
John Harris reviewed the development of the in-depth assessment of the Benicia Breeze transit system and noted a similar in-depth analysis of Vallejo Transit is nearing completion.

NO DISCUSSION NECESSARY

- I. State Route (SR) 113 Major Investment and Corridor Study Update**
- J. State Route (SR) 12 Status Update**
- K. Project Delivery Update**
- L. Funding Opportunities Summary**
- M. STA Board Meeting Highlights of July 9, 2008**
- N. STA Board and Advisory Committee Meeting Schedule for 2008**

IX. ADJOURNMENT

The meeting was adjourned at 2:45 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, September 24, 2008.**



DATE: August 28, 2008
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Emergency Ride Home Program Contract Amendments

Background:

An element of the STA's Solano Napa Commuter Information's (SNCI) work program is to administer an Emergency Ride Home (ERH) Program for employers in Solano County. The objective of the ERH Program is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants (via taxi or rental car) in cases of emergency. By alleviating workers' concerns about their ability to return home in the event of unexpected circumstances, the ERH program helps encourage the use of transit in Solano County.

The ERH Program complements SNCI's Employer Program as a resource for Solano employers who support and promote their employees' use of alternative commute options. Staff continues to engage local employers through distribution of materials, events, major promotions, surveying, and other means. The ERH Program has been a valuable tool to offer employers to encourage all alternative modes of transportation – ridesharing, transit (bus, train, ferry), biking, and walking – for commute purposes.

The current ERH program has been in operation for three years. Program participants are limited to no more than three uses per calendar month and a total of six uses in a calendar year and must live within 100 miles of their Solano County worksite. Initial program guidelines are intended to be inclusive to maximize employee enrollment, yet include controls to limit trips to intended purposes only. Emergency rides home may be allowed under the following conditions: the employee or immediate family member suffers an illness or severe crisis; the employee is asked by a supervisor to work unscheduled overtime; the ridesharing vehicle breaks down or the driver is unavailable to drive home; and other emergencies as determined on a case-by-case basis. To date, a total of 41 Solano County employers participate in the ERH Program and a total of 15 individuals have used this service.

Discussion:

STA has been contracting with a taxi and rental car company to provide transportation to registered employees working in Solano County. In general, taxis have been used for shorter distance trips and rental cars for longer distance trips. The current vendors (Budget Car and Truck Rental of Fairfield and Veteran Corporation) were selected through a competitive process. The contract term for each of these vendors was for three years and are due to expire soon. These vendors are familiar with the ERH program, have provided the services

consistently and effectively, and staff is satisfied with their performance. The vendors are willing to extend their contracts and continue to provide Emergency Ride Home program services. Staff is requesting authorization to continue the term of these contracts for two more years with a two-year extension option. The original contracts were both in the amount of \$5,000 which has not been fully expended and does not need to be amended.

Financial Impact:

An amount of \$10,000 is budgeted for this program and will come from Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) and Eastern Congestion Mitigation/Air Quality (CMAQ) funds.

Recommendation:

Authorize the Executive Director to execute amendments to the extend the term of the existing contracts to deliver the Solano Emergency Ride Home (ERH) Program with Budget Car and Truck Rental of Fairfield and Veteran Corporation for two years with a two-year extension option.



DATE: August 29, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: STA Marketing Consultant Services for Fiscal Year (FY) 2008-09,
Moore Iacofano Goltsman (MIG) Contract Amendment

Background:

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the SolanoExpress Transit program, the Solano Napa Commuter Information (SNCI) Program, and Solano Paratransit.

The STA also coordinates the marketing of SolanoExpress intercity transit services countywide. This effort has included the development and updating of the SolanoExpress brochure, SolanoExpress website, campaigns, displays, and other activities.

To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's Solano Napa Commuter Information (SNCI) program markets its own and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, mailings, press relations, employer and general public promotional campaigns, and freeway signs.

The STA has enhanced the identity of Solano Paratransit through vehicle branding. An updated STA Paratransit Coordinating Council's (PCC) brochure has been designed as well as rider comment cards.

Discussion:

For the past five years, the STA has retained a consultant, Moore Iacofano Goltsman (MIG), to assist in marketing efforts. MIG has provided excellent quality products and service to the STA. They were most recently selected through a Request for Proposal process. Their current contract began January 1, 2006, and was recently extended for one more year through June 30, 2009. This extension did not include an increase in budget.

In FY 2008-09, SolanoExpress services will continue to be promoted as a system. New promotional tools will be developed with focus on more interactive elements such as a local contest to select the "faces of SolanoExpress" from existing riders who will be featured in future campaigns. The FY 2007-08 year-end Regional Measure (RM) 2 promotions were highly successful thanks in large part to on-line viral promotion. Staff will work with the consultant to develop similar features in new promotions.

New Express Route 78 will be introduced October 6, 2008. With RM 2 marketing funds allocated by MTC, STA will be coordinating with Benicia and Vallejo to market this new service. The campaign is envisioned to smooth the transition for existing Benicia Breeze Rt. 75 riders to the new express Vallejo Transit Rt. 78 initially as well as to attract new riders and highlight new service features.

SNCI has various materials that will need updating and campaign materials that would benefit from the design expertise of the consultants. MIG will also be utilized to design new materials that can be produced in print and/or electronically.

The STA's Paratransit Coordinating Committee (PCC) has a new brochure nearly ready for print. A paratransit services brochure is also envisioned.

Staff recommends amending the contract with MIG for an additional amount of \$80,000. This will be covered by the Transit and SNCI budgets which have been approved as part of the FY 2008-09 STA budget.

Fiscal Impact:

Funding for marketing consultant services is incorporated in the FY 2008-09 STA budget. The funding is a combination of SolanoExpress and RM 2 Marketing, SNCI Marketing, and Solano Paratransit accounts. The contract amendment is proposed for \$80,000.

Recommendation:

Approve Contract Amendment No. 2 with Moore Iacofano Goltsman (MIG) for FY 2008-09 for an amount \$80,000 for services as outlined in the Scope of Services (Attachment A).

Attachment:

- A. Scope of Services for Marketing Contract Amendment No. 2 for FY 2008-09

**Proposed FY 2008-09
Scope of Services
for
Marketing Consultant**

The proposed Scope of Services for the Marketing Consultant for STA's 2008-09 Marketing Services includes, but is not limited to, working with staff on the following plans and products:

SolanoExpress Intercity Transit (\$25,000)

- Revise and print:
 - SolanoExpress countywide transit map and brochure to market current and future services in print and electronic form.
- Design campaign and materials for a local contest to identify local transit customers for portrayal in updated SolanoExpress campaign.
- Design and coordinate placement if needed of advertising and outreach pieces in local electronic and print media venues targeting Solano County residents
- Redesign and develop tools for easier updating of SolanoExpress website and more interactive website features.
- Research and evaluate branding options for SolanoExpress services; work with STA and transit staff to design and produce SolanoExpress branding materials.

RM2 Rt. 78 Express Route Marketing (\$30,000)

- Design and coordinate the production of campaign materials to promote new Rt. 78 including bus shelter, interior bus cards, newspaper, radio, website, and other materials.
- Design and produce Rt. 78 schedules and update as needed.

SNCI (\$20,000)

- Update and print:
 - Commuter Guide
 - Incentive Programs materials
- Design, update and/or print:
 - Employer Services brochure
 - Vanpool Services brochure
 - "What's New – Bicycling" print template
 - "What's New – Transit" print template
 - Commute Info display rack identification
 - Rideshare campaign flyers, posters and other related materials

Solano Paratransit (\$5,000)

- Design and print Solano Paratransit Coordinating Council brochure
- Design and print paratransit services brochure (s)

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DATE: August 29, 2008
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for the I-80/I-680/State Route (SR) 12 Interchange
Environmental Document Mark Thomas/Nolte (MTCo/Nolte) Joint Venture

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, separate Environmental Documents (ED) have either been prepared or are being prepared for four projects, which include the following:

- North Connector
- I-80 High Occupancy Vehicle (HOV) Lanes Project (Completed)
- I-80 Eastbound (EB) Cordelia Truck Scales Relocation
- I-80/I-680/SR12 Interchange (Subject of this staff report)

The joint venture of Mark Thomas & Co (MTCo)/Nolte has been working on I-80/I-680/SR12 Interchange Complex projects for the past six years and has completed the ED and design for the I-80 HOV Lanes and is currently preparing the ED for the I-80/I-680/SR 12 Interchange Project.

Discussion:

Environmental Document for I-80/I-680/SR12 Interchange:

In a May 2008 staff report, staff notified the Board that the I-80/I-680/SR12 Interchange Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and associated technical studies would need to be modified to account for the fact that the I-80 EB Cordelia Truck Scales is being cleared under a separate ED and thereby removed from the I-80/I-680/SR12 Interchange Project ED. This change created additional work for the Interchange as the traffic studies and subsequent air quality and noise analysis was required to be adjusted.

In addition, staff believes it is prudent to have the MTCo/Nolte team proceed with detailed preliminary engineering to determine an initial construction package for the I-80/I-680/SR 12 Interchange to be able to take advantage of bid savings from the I-80 HOV Lanes project (Proposition 1B Corridor Mobility Improvement Account (CMIA) and Federal funds). This effort and approach would also position this initial construction package to compete for any surplus CMIA program funds, should they become available. As such, staff is requesting the Board authorize the Executive Director to negotiate a scope and fee and execute a contract amendment with the MTCo/Nolte team to complete the EIR/EIS and perform detailed preliminary engineering for the I-80/I-680/SR 12 Interchange for an amount not-to-exceed \$6,000,000.

Fiscal Impact:

The remanding portion of the environmental document preparation for the I-80/I-680/SR12 Interchange and preliminary engineering is being funded with Regional Measure 2 (RM 2) funds, which have already been allocated by MTC.

Recommendation:

Authorize the Executive Director to execute a contact amendment with the MTCo/Nolte Joint Venture to complete the EIR/EIS and perform detailed preliminary engineering for the I-80/I-680/SR12 Interchange for an amount not-to-exceed \$6,000,000.



DATE: August 29, 2008
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: State Route (SR) 12 Jameson Canyon Co-Project Manager
Contract Amendment

Background:

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

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

Caltrans completed the environmental documentation phase of the project in February 2008. Currently, STA is the leading the design phase of the project and is actively working with Caltrans to expedite the right of way acquisition, utility relocations, and regulatory agency approvals. The design phase was initiated in March 2008 funded by a combination of State Transportation Improvement Program (STIP), Traffic Congestion Relief Program (TCRP) and Federal Surface Transportation Program (STP) funds.

The cost estimate from Caltrans for the Phase 1 Project is:

PA/ED	\$7.3 M
Design	\$7.55M
Right-of-Way	\$18.95M
(Capital & Support)	
Construction	\$105.7 M
(Capital & Support)	
<hr/> TOTAL	<hr/> \$139.5 M

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

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

Discussion:

In May 2007, the STA, NCTPA and Caltrans entered into a Memorandum of Understanding (MOU) for delivery of this project. The MOU outlines roles and responsibilities of a multi-agency represented project team, provides a tiered management approach to the project delivery as well as a cost reporting and financial responsibility structure. The MOU included provisions for a co-Project Manager (PM) to be retained to work in partnership with Caltrans assigned PM.

In May 2008, Caltrans, STA, and NCTPA executed a Cooperative Agreement that defined the responsibilities of each of the respective agencies for the design and right of way acquisition phases.

In September 2007, STA executed a \$90,000, one-year agreement with Cordoba Consulting Inc. (CCI) to provide co-PM services for the project. Over the last year, CCI has performed satisfactory project management services working cooperatively with STA, NCTPA, Caltrans and regulatory agency staff. The next two years will require intensive project management services to meet the CMIA deadlines. Management services to be performed include; managing the final design activities and coordinating right of way acquisition, utility relocation, and final regulatory agency approvals. To complete the next two years of project management, a contract amendment is required. The estimated cost for an additional two years of project management is \$240,000.

Fiscal Impact:

The \$240,000 cost for the project management will be funded by a combination of State Transportation Improvement Program (STIP), Traffic Congestion Relief Program (TCRP) and Federal Surface Transportation Program (STP) funds designated to the projects. STA and Caltrans already have a cooperative agreement in place for this work.

Recommendation:

Authorize the Executive Director to execute a contract amendment with Cordoba Consulting Inc. to continue Project Management services on the SR 12 Jameson Canyon project for an amount not-to-exceed \$240,000 for an additional two year term.



DATE: August 29, 2008
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: North Connector Phase 1 Project - Award of Construction Contract

Background:

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. In May 2008, the Board authorized the Executive Director to advertise one or more construction contracts for the North Connector Project for a total amount not to exceed \$23.3 million, including construction management services. The East End of the North Connector Project is currently funded with a combination of Regional Measure 2 (RM 2) funds and State Transportation Improvement Program (STIP) funds. Specific funding for the West End of the North Connector Project will be determined at a future date, consistent with the funding agreement between the City of Fairfield, the County of Solano and STA.

Discussion:

As mentioned above, the North Connector Project will be implemented with one or more construction contracts. The first construction contract, North Connector Phase 1, Abernathy/I-80 signalization and roadway improvements, has been advertised and bids have been received. As part of the North Connector Project, new signals at the I-80 on and off ramps along with roadway improvements are required.

The STA will be administering the construction of the North Connector Phase 1 Project under an encroachment permit from Caltrans. The project was designed by the BKF Engineers, a professional engineering firm with substantial experience in designing Caltrans highway projects, according to Caltrans design standards. In accordance with legal requirements, the project was advertised in the Contra Costa Times and Daily Republic.

Bids were received and opened on August 13, 2008 at the STA staff offices at the One Harbor Center, Suite 130, Suisun City, CA. The construction bids received are shown below.

<u>Contractor</u>	<u>Total</u>
1. OC Jones and Sons, Inc.	\$ 590,930.00
2. North Bay Construction	\$ 660,505.00
3. Bay Cities Paving & Grading, Inc	\$ 676,851.90
4. Ghilotti Brothers, Inc.	\$ 693,060.00
Engineers Estimate	\$ 815,000.00

The lowest responsible bidder was OC Jones and Sons, Inc for a bid of \$590,930. With this low bid, the final project budget is \$710,000 which includes a 20% project contingency of \$119,070 for contract change orders.

Once staff has verified that all the contract-related documents, such as bonds and insurance certificates, are in order as required by the contract, OC Jones and Sons, Inc will be given the Notice to Proceed.

Fiscal Impact:

The costs for the construction and construction administration for the North Connector Phase 1 Project, Abernathy/I-80 signals will be funded with Regional Measure 2 (RM2) funds.

Recommendation:

Approve Resolution No. 2008-07 for the construction of the North Connector Phase 1 (Abernathy/I-80) project in the amount of \$710,000.

Attachment:

- A. Resolution No. 2008-07 for the construction of the North Connector Phase 1 (Abernathy/I-80) Project

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION 2008-07**

**RESOLUTION OF THE
SOLANO TRANSPORTATION AUTHORITY
AWARDING THE NORTH CONNECTOR PHASE 1 (ABERNATHY/I-80)
PROJECT TO OC JONES AND SONS, INC; DETERMINING THE NORTH
CONNECTOR PHASE 1 (ABERNATHY/I-80) PROJECT IS IN COMPLIANCE
WITH THE PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT
(EIR); AND AUTHORIZING RELATED ACTIONS NECESSARY TO
IMPLEMENT THE NORTH CONNECTOR PHASE 1 (ABERNATHY/I-80)
PROJECT**

WHEREAS, on May 14, 2008 the STA Board authorized the Executive Director to advertise the construction contract for the North Connector Phase 1 (Abernathy/I-80) Project; and

WHEREAS, bids were received and opened on August 13, 2008 at the STA offices at One Harbor Center, Suite 130, Suisun City, California; and

WHEREAS, STA received four bids for the project ranging in amounts from \$590,930.00 to \$693,060.00; and

WHEREAS, The engineer's estimate for the project was \$815,000.00; and

WHEREAS, OC Jones and Sons, Inc. was the lowest responsible and responsive bidder with a bid of \$590,930.00; and

WHEREAS, after adding in project contingency, the final project budget is \$710,000; and

WHEREAS, the STA Board certified the Environmental Impact Report (EIR) for the North Connector Project on May 14, 2008; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Solano Transportation Authority hereby:

1. Approves the North Connector Phase 1 (Abernathy/I-80) Project Contract, Notice to Contractors and Special Provisions, including issued Addenda No. 1.
2. Determines that the North Connector Phase 1 (Abernathy/I-80) Project is in compliance with the California Environmental Quality Act (Public Resources Code §21000, et seq.), and has been fully analyzed in the following documents: North Connector Environmental Impact Report (EIR) certified by the STA Board on May 14, 2008.

3. Awards the contract for furnishing labor, equipment, and materials for the North Connector Phase 1 (Abernathy/I-80) Project to OC Jones and Sons, Inc., the lowest responsive and responsible bidder, in the amount of \$590,930.00 and require the contractor to present surety bonds for payment and faithful performance in the amounts of \$590,930.00 and \$590,930.00, respectively.
4. Authorizes the Executive Director or his designee to sign the contract on behalf of the STA Board subject to the Executive Director or his designee having reviewed and found sufficient all required documents, including the contract signed by the contractor and the required surety bonds and certificates of insurance.
5. Directs that, in accordance with the project specifications and/or upon the execution of the contract by the Executive Director or designee, any bid bonds posted by the bidders be exonerated and any checks or cash submitted for bid security be returned.
6. Authorizes the Executive Director or his designee to execute required contract change orders for up to 20% of the bid amount or \$119,070.00.
7. Authorizes the Executive Director or his designee to sign any escrow agreements prepared for this project to permit direct payment of retention into escrow or the substitution of securities for moneys withheld by the STA to ensure performance under the contract pursuant to Public Contract Code Section 22300.
8. Delegates the STA Board's functions under Public Contract Code Sections 4107 and 4110 to the Executive Director or his designee.
9. Pursuant to Section 6705 of the Labor Code, delegate to a registered civil or structural engineer employed by the STA and so designated by the Executive Director, the authority to accept detailed plans showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection during trench excavating covered by that section.
10. Declare that, should the contract award be invalidated for any reason, the STA Board in any event would not have awarded the contract to the second bidder or any other bidder but instead would have exercised its discretion to reject all of the bids received. Nothing herein shall prevent the Board from awarding the contract to another bidder in cases where the successful bidder establishes a mistake, refuses to sign the contract, or fails to furnish required bonds or insurance (see Public Contract Code Sections 5100 et seq.).

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of the Solano Transportation Authority, held on the 10th day September, 2008, by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest by: _____
Johanna Masielat
Clerk of the Board

Ed Woodruff, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of September 10, 2008.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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DATE: August 29, 2008
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Jepson Parkway Project Contract Amendment

Background:

The Jepson Parkway Concept Plan was completed in 2000 by the Solano Transportation Authority (STA), the City of Fairfield, the City of Suisun City, the City of Vacaville and Solano County. The Concept Plan provided a comprehensive, innovative, and coordinated strategy for developing a multi-modal corridor; linking land use and transportation to support the use of alternative travel modes, and protecting existing and future residential neighborhoods. The 12-mile Jepson Parkway project is an I-80 Reliever Route that will improve intra-county mobility for Solano County residents. The project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to I-80. The plan proposes a continuous four-lane roadway from the State Route 12 / Walters Road intersection in Suisun City to the I-80 / Leisure Town Road interchange in Vacaville. The project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes. The Jepson Parkway project is divided into 10 segments for design and construction purposes. Five (5) construction projects within the Jepson Parkway project have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; improvements to Leisure Town Road bridges; the Walters Road Widening (Suisun City); and the I-80/Leisure Town Road Interchange (Vacaville).

The remaining segments of the Jepson Parkway Project are obtaining environmental clearance as one project. Since 2002, STA has been working to prepare alignment plans for the four Environmental Impact Report/Environmental Impact Statement (EIR/EIS) alternatives and to complete a range of environmental studies. The overall estimated construction cost of the remaining segments is \$125 million.

Discussion:

The EIR/EIS process has been exhaustive due to the need to study a wide range of alternatives and the proximity of environmentally sensitive habitats within the project area. For example, a segment of one of the alternatives is the Walter Road Extension. The new roadway is proposed to be constructed within the City of Fairfield, through an area of seasonal wetlands, and a vernal pool with associated federally-listed species habitat. Additionally, the City of Fairfield is engaged in a Specific Plan process for the area surrounding the proposed Vacaville-Fairfield train station along the Capitol Corridor. The Specific Plan is examining alternative land use and circulation schemes, including possibilities for the alignment of Jepson Parkway through this stretch of the corridor.

A major milestone was recently reached with the release of the Draft EIR/EIS for public comment in early June 2008. This milestone was delayed several years because of numerous issues including a change in agency responsibilities with the Federal Highway Administrations (FHWA's) National Environmental Protection Act (NEPA) delegation to Caltrans for this project. Responses to comments and the Biological Assessment (BA) are currently being prepared in coordination with the Draft Final EIR/EIS. The current schedule is to complete the Final EIR/EIS in late 2008 and finalize the Record of Decision/Notice of Determination (ROD/NOD) in early 2009.

Since 2006, the consultant PBS&J has been providing support for the Project Approval & Environmental Document (PA&ED) for the Jepson Parkway project. What originally began as a peer review of the Draft EIR/EIS, developed into updating and rewriting many of the documents and technical studies. PBS&J worked closely with Caltrans to gain approval to circulate the Draft EIR/EIS. In addition to the environmental documentation, PBS&J has been preparing preliminary engineering to support the project. Part of this preliminary engineering included analyzing and preparing a phasing and implementation plan. The Jepson Parkway Technical Advisory Committee (TAC) has agreed to a priority segment (Vanden Road) and a general implementation plan. This plan will be presented to the STA Jepson Parkway Committee for formal approval in September 2008.

Prior to release of the Draft EIR/EIS, additional out of scope work was required by Caltrans. The following out of scope activities were performed to complete the Draft EIR/EIS:

- **Additional Administrative DEIR/DEIS Submittals and Updates** – A total of eight ADEIR/DEISs were submitted
- **Visual Simulations** – Requested by Caltrans
- **Complete Update to Location Hydraulic Study** – Caltrans would not approve the original study so a full update was required to gain approval.
- **Complete Update to Initial Site Assessment** – Caltrans requested a complete update to the ISA because of the age of the initial study
- **Conduct a Burrowing Owl Survey** – California Fish and Game requested a Burrowing Owl Survey
- **Supplemental Wetland Delineation/Confirmation** – Several adjacent projects have new delineations that needed to be confirmed and checked against the Jepson Parkway delineations. Additional work with the Corps of Engineers was required to support their verification
- **Printing Costs for the DEIR/DEIS and full study Newsletter** – Caltrans required a much larger distribution list than what was originally budgeted, and it was decided that since the project had not been in front of the public for several years it would be best to send a newsletter announcing the DEIR/DEIS release
- **Additional Project Coordination and Preliminary Engineering Support** – With the additional submittals to Caltrans there was more coordination than originally expected and in order to respond to comments engineering support was required that was not originally budgeted for.

It is anticipated further additional effort will be necessary to complete the Final EIR/EIS and ROD/NOD, including additional preliminary engineering and coordination on the priority segment. In addition, in order to keep the project on the critical path several tasks in the initial scope of services were temporarily deferred so that new requested tasks could be completed.

This scope of services covers the additional out of scope work that was required by Caltrans to complete the Draft EIR/EIS, additional biological studies and analysis requested by United States Fish & Wildlife Service (USFWS), anticipated effort to complete the Final EIR/EIS and ROD/NOD, devolvement of the Implementation Plan and coordination on the priority segment is an estimated additional \$496,000. PBS&J did submit a scope of services to include full Plans, Specifications and Estimate (PS&E) for the priority segment for an estimated cost of \$2.6 million to commence once the ROD/NOD has been signed. It is not proposed to amend the contract for the PS&E of the priority segment at this time. However, once the Board has approved the priority segment, a contract amendment for the work would be proposed.

Fiscal Impact:

The contract amendment will be funded with \$500,000 from Fiscal Year 2007-08 2006 State Transportation Improvement Program (STIP) Augmentation funds that were previously allocated to the project.

Recommendation:

Authorize the Executive Director to amend the contract with PBS&J for \$500,000 for the additional work to support completing the Final EIR/EIS.

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DATE: August 29, 2008
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of
Projects
RE: North Connector Project – Right of Way Acquisition and
Relocation

Background:

STA is the lead on implementing the East End of the North Connector Project. The Environmental Impact Report (Re-circulated EIR) for the North Connector Project was certified by the Board in May 2008 and final design is underway.

Discussion:

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. Now that the EIR for the North Connector has been certified, right-of-way acquisition is proceeding. The right-of-way acquisition will be completed in two phases, with the East End proceeding first and the West End right-of-way acquisition not proceeding until funding has been secured.

STA received an allocation of \$7.0 million from the Metropolitan Transportation Commission (MTC) in May 2008 for right of way acquisition (including environmental mitigation) for the East End of the North Connector Project. Appraisals are underway and offers will be made to the affected property owners within the next few weeks by Solano County. One property will be a full take and the businesses/tenants that are currently operating from the property will need to be relocated.

As Solano County reaches agreement with the affected properties owners and tenants on right of way acquisition and relocation, STA (as the funding agency) will need to pay for the various acquisitions and relocations. As such, staff is recommending the Board authorize the Executive Director to make payments for right of way acquisition and relocation costs associated with the East End of the North Connector Project for a total amount not to exceed \$7.0 million.

Fiscal Impact:

The costs for right of way acquisition and relocation costs associated with the East Segment of the North Connector Project will be funded with Regional Measure 2 (RM 2) funds.

Recommendation:

Authorize the Executive Director to make payments for right of way acquisition and relocation costs associated with the East End of the North Connector Project for a total amount not to exceed \$7.0 million.



DATE: September 2, 2008
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: State Legislative Advocacy Services Contract

Background:

Each year, the STA Board reviews and adopts a legislative platform and a list of legislative priorities for both the State and Federal level. On July 30, 2008, the STA issued a Request for Qualifications (RFQ) for state advocacy/lobbying services as outlined in the Scope of Work (Attachment A) for State Legislative Advocacy Services. The closing date for submittals was August 25, 2008. Only one RFQ was received – from Shaw/Yoder, Inc.

Discussion:

On April 12, 2000, the STA entered into a contract with Shaw/Yoder, Inc., for state legislative services to help secure state funding for STA's priority projects and to monitor state legislation affecting transportation. The STA has amended its contract with Shaw/Yoder, Inc. several times. The current contract (Amendment No. 8) expires September 30, 2008.

The firm of Shaw/Yoder, Inc. consists of Josh Shaw and Paul Yoder, partners in the firm. Gus Khouri provides the STA's day to day contact for legislative support. Shaw/Yoder, Inc. also provides lobbying services for the County of Solano.

Historically, Shaw/Yoder's lobbying efforts on behalf of the STA have proven effective and productive. In addition to successfully advocating for funding, Shaw/Yoder, Inc. serve as a communication conduit for the STA Board and staff with Solano County's four state legislators, key transportation and budget committees in both the Assembly and the Senate and with the California Transportation Commission (CTC), Caltrans and the Business, Transportation and Housing (BT&H) Agency. At the request of the STA Executive Committee, Shaw/Yoder, Inc. communicated with the Executive Committee on a quarterly basis and provided periodic presentations to the STA Board, in addition to the monthly written communications with the STA Board and weekly contact with staff.

The firm of Shaw/Yoder, Inc. has continued to provide the STA with high caliber representation in Sacramento for an affordable price. The following list summarizes their accomplishments during their most recent two-year contract period.

- Helped secure **\$56 million** from the Corridor Mobility Improvement Account (CMIA) within Proposition 1B for High Occupancy Vehicle (HOV) Lanes in Fairfield (I-80/680/SR 12 to Putah Creek).
- Helped secure **\$74 million** from the CMIA for Phase 1 of the SR 12 Jameson Canyon Widening Project.

- Helped secure **\$49.8 million** from the Trade Corridor Improvement Fund within Proposition 1B for the I-80 Eastbound Cordelia Truck Scales Relocation Project.
- Lobbied and staffed **AB 112 (Wolk)** which designates State Route 12, between I-80 in Solano County and I-5 in San Joaquin County, as a double-fine zone. This bill, which was part of STA's 2007 State Legislative Program, was signed into law.
- Lobbied and staffed **ACR 7 (Wolk)** which designates the portion of SR 12 between Olsen Road and SR 113 in Solano County as the "Officer David Lamoree Memorial Highway". This resolution, which was part of STA's 2007 State Legislative Program, was chaptered into law.
- Lobbied and staffed **AB 2538 (Wolk)** which authorizes each transportation planning agency or county transportation commission to request and receive up to 5% of those funds for the purposes of project planning, programming, and monitoring. This bill, which was part of STA's 2006 State Legislative Program, was signed into law.
- Provided the STA Board and staff of early notification of **SB 976 (Perata)** which consolidates ferry service in the Bay Area, including reporting to the STA Board at a special meeting on September 26, 2007.
- Lobbied for **SB 1093 (Wiggins)** to ensure that outstanding issues relative to the newly created San Francisco Water Emergency Transportation Authority (WETA) and its impact on ferry service in Vallejo were addressed.
- Supported the appointment of a Vallejo representative to the WETA Board (former Mayor Anthony Intintoli, Jr.).

Staff has been satisfied with the services provided by Shaw/Yoder, Inc., and especially with the good working relationship STA has established with Gus Khouri, our primary advocate. The current contract (Amendment No. 8) expires September 30, 2008. Staff is confident that after soliciting for services from other firms, the STA will continue to be well-served by Shaw/Yoder, Inc.

The STA Executive Committee is scheduled to review the qualifications submitted by Shaw/Yoder, Inc. on September 4th. Staff recommends approval of a two-year contract for state legislative advocacy services as outlined in the Scope of Work (Attachment A) between the STA and Shaw/Yoder, Inc. October 1, 2008 through September 30, 2010 for an amount not to exceed \$46,500 annually.

Fiscal Impact:

The fiscal impact of this contract is incorporated in STA's FY 2008-09 and FY 2009-10 budgets.

Recommendation:

Authorize the Executive Director to execute a contract for State Lobbying Consultant Services between the Solano Transportation Authority and Shaw/Yoder, Inc. for specified state legislative advocacy services between October 1, 2008 through September 30, 2010 for an annual amount not to exceed \$46,500.

Attachment:

- A. 2008-2010 Scope of Work for State Legislative Advocacy Services

State Legislative Advocacy Services
2008-2010 Scope of Work
October 1, 2008 through September 30, 2010

The scope of work is a general guide to the work the Solano Transportation Authority (STA) expects to be performed by the state lobbyist, and is not a complete listing of all services that may be required.

1. Research and monitor transportation legislation that directly or indirectly affects STA and provide guidance as appropriate.
2. Research funding categories to identify alternative funding opportunities in support of STA's projects.
3. Consistently inform STA about relevant activities in the State arena.
4. Advise STA of the political and financial feasibility of the legislative platform and develop appropriate strategies in consultation with STA staff.
5. Submit monthly written updates to STA staff concerning progress of pertinent legislation.
6. Travel to Suisun City as needed, with a minimum of two visits per year to meet with staff and make brief presentations to the STA Board. Participate frequently via teleconference with staff and the STA Executive Committee.
7. Participate in the crafting of itineraries and facilitating of meetings with delegation for STA's annual trips to Sacramento. It is anticipated that at least six STA Board and staff members will travel to Sacramento in February or March of each year to lobby the State delegation directly in support of STA's projects.
8. Prepare draft support/opposition letters, letters of request for assistance, all other materials needed to ensure the success of STA's goals and objectives.
9. Work closely with STA to develop a specific plan for face-to-face lobbying activities.
10. Represent STA in Sacramento in terms of communicating STA's legislative platform to the appropriate elected representatives, key Committee members, state agencies and other entities as needed.
11. Establish and maintain effective and positive relationships with the Northern California legislative delegation to keep those offices focused regarding STA's agenda.

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*Agenda Item IX.A
September 10, 2008*



DATE: September 2, 2008
TO: STA Board
FROM: Eddie Woodruff, STA Board Chair
RE: Proposed Compensation Changes for Executive Director

Staff Report to be distributed after Closed Session.

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DATE: August 28, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) for Fiscal
Year (FY) 2008-09 Regional Paratransit Allocation

Background:

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

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

Discussion:

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

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

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

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

The Consortium and TAC reviewed and recommended approval of the attached FY 2008-09 list of STAF/Regional Paratransit projects and programs.

Fiscal Impact:

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

Recommendation:

Approve the list of FY 2008-09 Regional Paratransit projects as specified in Attachment A.

Attachments:

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

DRAFT

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

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

Projects/Programs

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

¹ Based upon MTC Reso 3845 (July 2008)

**FY 2007-08
REGIONAL PARATRANSIT**

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

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

Balance: \$ 4,455

¹ Based upon MTC Reso 3793 (Feb 2007)



DATE: August 28, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: State Transit Assistance Funds (STAF) for Fiscal
Year (FY) 2008-09 Status and Allocation Amendment

Background:

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

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

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

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

Discussion:

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

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

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

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

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

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

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

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

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

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

The Consortium and TAC reviewed and recommended approval of the list of projects and programs to be funded with Solano/STAF funds in FY2008-09 as shown on Attachments B and C.

Fiscal Impact:

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

Recommendation:

Approve Amendment No. 1 to the allocation of State Transit Assistance funds for FY 2008-09 as specified on Attachments B and C.

Attachments:

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

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Solano STAF FY 2008-09
Carryover

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

Notes:

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

Solano STAF FY 2008-09
Base and Prop 42

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

Prop 42 Estimate				\$ 1,106,814
Balance - Base plus Prop 42				\$ 1,030,880

Notes:

1. Balance from Carryover

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



ATTACHMENT D
RECEIVED

JUN 20 2008

SOLANO TRANSIT CONSORTIUM
AUTHORITY

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

June 17, 2008

Department of Public Works

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

SUBJECT: STAF Funding Request for City Coach Transit Marketing

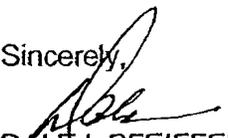
Dear Daryl:

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

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

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

Sincerely,


DALE I. PFEIFFER
Director of Public Works

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

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



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

August 15, 2008

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

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

Dear Mr. Halls,

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

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

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

City of Dixon

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



DATE: August 29, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: 2007-09 Job Access Reverse Commute (JARC) Lifeline Transportation Funding Program

Background:

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

MTC has delegated the management of the Lifeline Program to the Congestion Management Agencies including the STA. The STA will select the Solano Lifeline projects for funding and submit these projects to MTC. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. The STA will be administering the program with an estimated amount of \$4,266,529 of Lifeline Funds provided by the Metropolitan Transportation Commission (MTC) for Solano County.

The estimated \$4.3 million is comprised of three sources of funding which have various requirements and issues.

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

The JARC funds are distributed through the Urbanized Areas (UA's). MTC administers the JARC funds for the large San Francisco UA which covers most of the Bay Area. Solano consists of three small UA's: Vallejo, Fairfield, and Vacaville. Caltrans administers the JARC funds for small UA's. STA must submit JARC/Lifeline Projects to MTC in September so that MTC can submit them to Caltrans by September 24th.

Discussion:

The first Call for Projects was for Job Access Reverse Commute (JARC) funding for two years. It was released on August 7, 2008 with applications due August 27, 2008. The Call for Projects was distributed to all Solano transit operators and over 50 other organizations throughout Solano County and was available on the STA website. Funds,

for two years, will be allocated by Caltrans for Solano Lifeline Transportation Projects in the amount of \$416,834.

The target amounts for JARC for the small UAs in Solano County are listed as follows:

Fairfield:	\$113,828
Vacaville:	\$88,149
Vallejo:	\$214,858
Total	\$416,834

This funding source has guidelines on how the funds may be spent which will influence the types of Lifeline projects that may be funded. Up to two years of funding could be requested and up to \$125,000 per project per year.

Five (5) Lifeline Project Proposals were received: four from transit operators and one from Benicia Community Action Council (BCAC). The applicants and projects are summarized below:

	Applicant	Project	Amount Requested
1	Benicia CAC	DRIVES/CARS	\$ 30,000
2	Fairfield and Suisun Transit	Route 7 Frequency Improvements for Travis AFB Shuttle	\$113,828
3	Fairfield and Suisun Transit	Installation of 18 MCI Luggage Bay Bicycle Racks	\$ 60,000
4	Rio Vista Delta Breeze	Operation of Intercity Service to Fairfield and Suisun City	\$180,000
5	Vallejo Transit	Solano Community College Project	\$ 250,000
			\$633,828

The Lifeline Advisory Committee (see Attachment A) will review the proposals and hear the project applicants present their proposals at their meeting scheduled for September 5, 2008. The Committee will evaluate and score the projects and develop a consensus recommendation. The recommendation will be provided to STA Board under separate cover.

The next Call for Projects is to allocate approximately \$3,849,695 of Prop 1B and STAF.

Fiscal Impact:

STA is programming JARC/Lifeline Funds that have been allocated to Solano County by MTC and Caltrans. There is no impact on the STA budget.

Recommendation:

Approve the following:

1. The 2008 Solano JARC Lifeline Project Funding Plan as specified in Attachment B;
and
2. Authorize the Executive Director to submit the Lifeline Project Funding Plan to
MTC.

Attachments:

- A. Lifeline Advisory Committee Members
- B. 2008 Solano Lifeline/JARC Project Funding Plan (to be provided under separate
cover.)

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LIFELINE ADVISORY COMMITTEE MEMBERS

The STA's Lifeline Advisory Committee is comprised of representatives from the following entities:

- Community Action Council (CAC)
- Children's Network
- County of Solano, Health and Social Services
- Paratransit Coordinating Council (PCC)
- Member At- Large
- STA Intercity Transit Consortium

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DATE: September 2, 2008
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues. The current STA Legislative Matrix is included (Attachment A) for further information. Monthly updates are included for state (Attachment B) and federal (Attachment C) legislation from our consultants.

Discussion:

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

State Update

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

AB 2558 is being watched by California State Association of Counties (CSAC) and by the League of California Cities (LCC); Contra Costa Transportation Authority (CCTA) opposes it; MTC supports it. In July the STA Board took a position of "seek amendment" to AB 2558 to include equitable distribution of revenue. The STA's requested amendment was incorporated by the Senate on August 19, 2008. However, the bill was put on hold on August 25, and will not go forward in this legislative year.

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

would provide for a streamlined CEQA process for projects that are located within jurisdictions whose general plans are consistent with a preferred growth scenario and that meet specified criteria.

The STA Board took a watch position on SB 375 last year. The STA Board Chair sent a letter (Attachment D) to Senator Steinberg on August 12, 2008, seeking an amendment to authorize a congestion management agency (CMA) to prepare a county-based sustainable communities strategy and transportation plan if it chose to do so, rather than cede that authority to the Association of Bay Area Governments (ABAG) and MTC. The requested amendment is not included in the amended version of SB 375 dated August 18, 2008. Similar requests have been sent to the bill's author recently by the Bay Area CMA Directors, County of Solano, and the Solano City County Coordinating Council. This issue was originally raised by the CSAC and the LCC. On August 25th, SB 375 passed through the Assembly. On August 30th, the bill was sent to enrollment as amended by the Assembly.

SB 1093 (Wiggins), the San Francisco Bay Area Water Emergency Transportation Authority (WETA) bill to make technical changes to the WETA legislation in line with the concerns as expressed by the STA Board and City of Vallejo, was enrolled on August 26, 2008. Several amendments were included to the satisfaction of the City of Vallejo.

Federal Update

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

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

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

transportation and highway capacity projects in addition to new programs like ridesharing programs.

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

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

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

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

Recommendation:

Approve the specified positions on the following federal legislative bills:

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

Attachments:

- A. STA Legislative Matrix
- B. State Legislative Update for July/August 2008 – Shaw/Yoder, Inc.
- C. Federal Legislative Update for July/August 2008 – Akin Gump
- D. Letter to Senator Steinberg re SB 375

Reference:

- E. HR 6052 (Oberstar) The Saving Energy Through Public Transportation Act of 2008 <<http://thomas.loc.gov/cgi-bin/query/C?c110:./temp/~c1106XPbp2>>
- F. S 3380 (Clinton) The Saving Energy through Public Transportation Act of 2008 <<http://thomas.loc.gov/cgi-bin/query/C?c110:./temp/~c110pWvvY2>>
- G. HR 6495 (Blumenauer) The Transportation and Housing Choices for Gas Price Relief Act of 2008 <<http://thomas.loc.gov/cgi-bin/query/C?c110:./temp/~c1104YNev2>>

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Solano Transportation Authority

LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

September 3, 2008

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City CA 94585-2427

Telephone: 707-424-6075

Fax: 707-424-6074

<http://www.solanolinks.com/programs.html#lp>

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State Assembly Bills

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

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

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ATTACHMENT A

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 1093	Wiggins	SF Bay Area Water Emergency Transportation Authority (ferry cleanup bill)	Watch	Support: Cities of Alameda & Vallejo, Vallejo Chamber of Commerce	5
SB 1422	Lowenthal Ridley-Thomas	High Speed Rail Authority HOT Lanes Demonstration Program in Los Angeles	Support	Watch: GSAC, LGC	5
SB 1429	Perata	Bay Area state-owned toll bridges	Watch		5

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

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

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

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Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
AB 842 (Jones) Regional plans: traffic reduction	AB 842 would require the Department of Housing and Community Development (HCD), when ranking applications for funding under the Infill Incentive Grant (Infill) Program and the Transit Oriented Development Implementation (TOD) Program, to award preference or priority to projects located in areas where the local or regional entity has adopted a general plan, transportation plan, or regional blueprint that will reduce the growth of vehicle miles traveled (VMT) by at least 10 percent, and the project is consistent with that planning document. <i>Last amended 08/18/08.</i>	08/29/08; SEN – to enrollment	Watch
AB 2295 (Arambula) Transportation capital improvement projects	Existing law generally provides for allocation of transportation capital improvement funds pursuant to the State Transportation Improvement Program process. Existing law provides for 75% of funds available for transportation capital improvement projects to be made available for regional projects, and 25% for interregional projects. Existing law describes the types of projects that may be funded with the regional share of funds, and includes local road projects as a category of eligible projects. This bill would state that local road rehabilitation projects are eligible for these funds. <i>Last amended 07/14/08.</i>	08/13/08; Enrolled	Support: CSAC, LCC
AB 2558 (Feuer) Climate change mitigation and adaptation fee	This bill authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) and the Metropolitan Transportation Commission (MTC) to impose a climate change mitigation and adaptation fee in their jurisdictions. Revenues from the fee would be used for public transit and congestion management projects and programs. The author took amendments in committee in order to address equitable distribution of the revenues amongst the nine counties that would be generated in the MTC region. It is unclear whether the amendments would indeed provide a favorable “return to source” as was established in AB 595 (Brown), Chapter 878, Statutes of 1997. <i>Last amended 08/19/08.</i> <i>*STA seeks an amendment to include a return to source provision, which is included in the 08/19/08 amended bill.</i>	09/03/08; SEN inactive file	*Seek amendment Support: BAAQMD, MTC Oppose: CCTA Watch: CSAC, LCC

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State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
AB 2971 (DeSaulnier) Fees: construction of bridges & major thoroughfares; fatality rates Safety programs: bicyclists and pedestrians	<p>Would create the Fair Share for Safety program. Caltrans would be required to conduct an annual analysis for fatality rates of all modes of travel, as specified, and to apportion federal transportation safety funds, as specified, in a manner that is proportionate to the rate of fatalities for each mode of travel. This bill contains other related provisions and other existing laws.</p> <p>This bill would require the department, on or before January 1, 2010, to establish guidance and criteria to ensure that the needs of bicyclists and pedestrians are addressed in the development of its safety programs, and to consider specified factors in that regard. <i>Last Amended on 08/19/08</i></p>	08/28/08; To enrollment	Watch Support: CTA Watch: CSAC, LCC
SB 286 (Lowenthal) Transportation enhancement funds: conservation corps	<p>Amended 1/17/08 to replace with language relative to federal funds for state transportation enhancement projects. The bill as amended establishes criteria for priority to be given to projects that employ community conservations corps members to construct projects. The bill also authorizes agencies to enter into cooperative agreements with the corps. <i>Last amended 08/15/08.</i></p> <p><i>Previous support position related to Prop 1B Bond Implementation for Local Streets/Roads.</i></p>	08/26/08; Enrolled	
SB 375 (Steinberg) Transportation planning: travel demand models: preferred growth scenarios: environmental review.	<p>The California Environmental Quality Act (CEQA) exempts specified activities from its provisions, including a project that is residential on an infill site within an urbanized area, and that meets other specified criteria, including that the project is within 1/2 mile of a major transit stop. This bill requires the California Transportation Commission (CTC) to adopt by April 1, 2008, specific guidelines for travel demand models used in development of regional transportation plans by certain regional transportation planning agencies. It requires the Dept. of Transportation to assist CTC in preparation of the guidelines, if requested to do so by CTC. It also requires the Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050. <i>Last amended 08/22/08.</i></p> <p><i>*STA Board Chair requested amendment (which is <u>not</u> included in the 08/18/08 amended bill) authorizing a congestion management agency (CMA) to prepare a county-based sustainable communities strategy and transportation plan if it chose to do so, rather than cede that authority to ABAG and MTC.</i></p>	09/02/08; Enrolled	Watch Support: ABAG, BAAQMD, CSAC, LCC, MTC, SACOG Oppose: CCTA, Self-Help Counties Coalition

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
SB 748 (Corbett) State/Local Partnerships	States the purposes of the State-Local Partnership Program to be allocated by the California Transportation Commission (CTC) to eligible transportation projects nominated by transportation agencies. Requires the CTC to adopt program guidelines. <i>Last amended 07/12/07.</i>	08/30/07; ASM APPROP, Second hearing cancelled by author	Watch Support: CSAC, LCC, MTC
SB 1093 (Wiggins) SF Bay Area Water Emergency Transportation Authority	Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires that, in certain states of emergency, the authority coordinate emergency activities for all water transportation services in the bay area region in cooperation with certain specified entities. This bill would make technical, non-substantive changes to those provisions. <i>Last amended 08/12/08.</i> <i>*STA seeks amendments providing permanent Solano representation on the WETA Board, which are <u>not</u> included in the latest amended bill.</i>	08/26/08; Enrolled	*Support with amendments Support: Cities of Alameda & Vallejo, Vallejo Chamber of Commerce
SB 1422 (Lowenthal) High Speed Rail Authority (Ridley-Thomas) HOT Lanes	Provides an exemption, pertaining to public works contracts undertaken by state agencies, to the Calif. High Speed Rail Authority (HSRA) allowing HSRA, rather than the California Department of Transportation (Caltrans), to award contracts for constructing a high speed rail passenger project in CA. Last amended 04/07/08. This bill would authorize a value-pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Route 110 and Interstate 10 in Los Angeles County by the Los Angeles County Metropolitan Transportation Authority (LACMTA).	08/20/08; ASM inactive file 09/02/08; Enrolled	Support Watch: CSAC, LCC
SB 1429 (Perata) Bay Area state-owned toll bridges	This bill requires state-owned toll bridge project sponsors to provide that identification of the source of any state matching funds for toll revenues be included in information reported to the Bay Area Toll Authority (BATA) by Caltrans and project sponsors, and that BATA may include this reported data in its Annual Report to the SF Bay Area State Legislative Delegation. <i>Last amended 04/23/08.</i>	09/03/08: ASM inactive file	Watch

Federal Legislation

Federal Legislation Bill/Author	Summary	Status of Bill	STA / Others' Position
HR 6052 (Oberstar) Public transportation funding	Saving Energy Through Public Transportation Act of 2008 - Authorizes appropriations for each of FY2008-FY2009 for public transportation formula grants for urbanized areas and for other areas. (Companion bill: S 3380)	06/27/08 Ref to Senate Committee on Banking, Housing, and Urban Affairs	Cosponsored by Rep. Tauscher
HR 6495 (Blumenauer) Transportation and housing options	A bill to authorize programs and activities to support transportation and housing options that will assist American families in reducing transportation costs, and for other purposes.	07/16/08 Ref. to Sub-comm: Highways and Transit.	Cosponsored by Rep. Tauscher
S 294 (Lautenberg) Amtrak Reauthorization	A bill to reauthorize Amtrak, and for other purposes.	07/23/08 Message on House action received in Senate and at desk: House amendment to Senate bill and House requests a conference.	Cosponsored by Senator Boxer
S 3380 (Clinton) Public transportation funding	Saving Energy through Public Transportation Act of 2008. Authorizes appropriations for each of FY2008-FY2009 for public transportation formula grants for urbanized areas and for other areas. Companion bill to HR 6052.	7/31/08 Ref. to Committee on Banking, Housing, and Urban Affairs.	

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California Legislature 2007-08 Regular Session Calendar

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

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110th United States Congress 2008 Second Session Calendar

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

08



SHAW / YODER, *inc.*
LEGISLATIVE ADVOCACY

September 2, 2008

To: Board Members, Solano Transportation Authority

Fm: Joshua W. Shaw, Partner
Gus Khouri, Legislative Advocate
Shaw / Yoder, Inc.

RE: STATE LEGISLATIVE UPDATE- SEPTEMBER

2008-09 Budget Update

The August 31st deadline signifying the conclusion of the 2007-08 Session came and went without passage of a 2008-09 State Budget. The Democratic and Republican Caucuses in both houses of the legislature remain at odds as to how to address a remaining \$15.2 billion deficit (\$24 billion total). The major sticking point revolves around the acceptance of either taxes, additional cuts or a combination of both. The Governor introduced an "August Compromise" which made further reductions to some programs and proposed a temporary 1 cent sales tax which would sunset after three years and include an additional ¼ cent reduction after that period.

The stalemate will now require the legislature to convene in Special Session to resolve the issue. The state is expected to face severe cash flow issues by the middle of September which will compromise payments to vendors, Medi-Cal recipients, and affect the state's bond rating, making it more expensive to secure loans.

Impact on Transportation

The delay in passage of a budget may impact the state's repayment to local governments of \$500 million in Highway Users Tax Account (HUTA) funds, derived from the excise tax, which were suspended in February to assist the state with its cash flow issues. In addition, there has not been any action to suspend local government revenues (Proposition 1A) or major transportation revenues (Propositions 42 / 1A) tax despite repeated rumors of legislators' preference to borrow rather than tax or cut services.

The following is a summary of items of interest to STA that are contained in the most budget proposal:

- **Proposition 1B Trade Corridor Improvement Fund (TCIF) Program-** The transportation trailer bill contains language which conforms spending for this

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program to what was adopted by the California Transportation Commission. There is revenue set aside in this program to fund the Cordelia Truck Scales project.

- **Proposition 1B State and Local Partnerships (SLP)**- Trailer bill language is currently being drafted to implement the SLP program. The legislature has proposed to provide \$200 million for this program for 2008-09. We will provide additional details as they become available. We have been told that tolls, local sales tax, and developer fees are all included as eligible revenue sources to satisfy the match requirement in order to make the program as competitive as possible.
- **Transit Funding** The Governor's August Compromise slashed funding for public transportation by \$567 million to public transportation. The State Transit Assistance (STA) program, which funds transit capital and operations has endured over \$1.1 billion in cuts this year.

State Legislative Update

AB 2558 (Feuer) - climate change mitigation and adaptation fee - authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) and the Metropolitan Transportation Commission (MTC) to impose a climate change mitigation and adaptation fee in their jurisdictions. Revenues from the fee would be used for public transit and congestion management projects and programs. The author took amendments in committee in order to address equitable distribution of the revenues that would be generated amongst the nine counties in the MTC region similar to what was established in AB 595 (Brown), Chapter 878, Statutes of 1997 as requested by the STA board. The bill was put on hold on August 25 however, and will not go forward in this legislative year.

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

The STA Board took a watch position on SB 375 last year. The STA Board Chair sent a letter to Senator Steinberg on August 12, 2008, seeking an amendment to authorize a congestion management agency (CMA) to prepare a county-based sustainable communities strategy and transportation plan if it chose to do so, rather than cede that authority to the Association of Bay Area Governments (ABAG) and MTC.

The requested amendment is not included in the amended version of SB 375 dated August 18, 2008. Similar requests have been sent to the bill's author recently by the Bay Area CMA Directors, County of Solano, and the Solano City County Coordinating Council. This issue was originally raised by the CSAC and the LCC. On August 25th, SB 375 passed through the Assembly. On August 30th, the bill was sent to enrollment as amended by the Assembly. It is uncertain whether the Governor will sign the bill given the Chamber of Commerce's opposition.

SB 1093 (Wiggins), the San Francisco Bay Area Water Emergency Transportation Authority (WETA) bill to make technical changes to the WETA legislation in line with the concerns as expressed by the STA Board and City of Vallejo, was enrolled on August 26, 2008. Several amendments were included to the satisfaction of the City of Vallejo.

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AKIN GUMP
STRAUSS HAUER & FELD LLP

Attorneys at Law

MEMORANDUM

August 28, 2008

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: July/August Report

Congress has been in recess during the month of August and will return the week of September 8. It is not clear how long they will be in session, but are targeting adjournment for the last week of September. Congress will attempt to pass energy legislation (that could include funding for public transportation) and may consider another economic stimulus bill (that funds infrastructure); although it is unclear what, if any, legislation will pass in this election year.

Appropriations

On July 10, the Senate Appropriations Committee approved a bill to fund the Department of Transportation at \$66.8 billion for Fiscal Year 2009. This amount is \$2.1 billion above the FY 2008 enacted level and \$3.3 billion above the President's request. The bill provides \$41.2 billion for the Federal Highway program, \$1.8 billion more than the President's request and the same as the FY2008 level and \$10.2 billion for the Federal Transit program, \$733 million above FY 2008, and \$90 million above the President's request. The Committee included \$100 million for grants to help develop new state-supported intercity passenger rail service and \$1.55 billion for Amtrak. The Senate is not likely to consider the transportation appropriations bill before Congress adjourns and the Congress is likely to fund the Department of Transportation and other agencies through a continuing resolution.

Increased Funding for Public Transportation

The Senate may consider proposals to increase federal funding for public transportation as part of energy legislation it will attempt to pass after the August recess. On August 1, Sen. Hillary Clinton (D-NY) introduced *The Saving Energy Through Public Transportation Act of 2008*, S. 3380. The bill is a companion to H.R. 6052, which passed the House by a vote of 322-98, on June 26. It would provide funding for transit agencies nationwide to temporarily reduce transit fares or expand transit services, authorizing \$1.7 billion for fiscal years 2008 and 2009 in formula grants for both urban and rural areas. Under the bill, California would receive an additional \$257 million annually under the urbanized formula, and \$8.8 million in rural formula grants. The bill would allow transit agencies to use the new grants to offset increases in fuel costs, purchase equipment or facilities that improve fuel efficiency, and provide intercity bus services.

Solano Transportation Authority

August 28, 2008

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Senate Majority Leader Reid and Sen. Jeff Bingaman (D-NM) included a proposal to increase public transportation funding as an amendment to the energy bill (*The Stop Excessive Energy Speculation Act of 2008*, S 3268). The amendment would authorize \$200 million in fiscal years 2009 through 2011 for grants to assist transportation agencies to reduce energy consumption and greenhouse gas emissions, authorize \$200 million in fiscal years 2009 through 2011 for grants to support transit-oriented development corridors, and authorize \$300 million for grants to new starts recipients with projects in final design and \$1 billion in formula grants to enhance transit options. Both bills only authorize funding, however, meaning that Congress would have to pass subsequent legislation to appropriate the additional funding.

The fate of energy legislation is uncertain in any event. Debate on energy legislation in the Senate reached an impasse before the August recess over Republican proposals to expand offshore drilling in an effort to increase the domestic petroleum supply. The debate likely will resume when Congress returns on September 8, with the issue taking on a new urgency with the upcoming elections.

Tauscher/Blumenauer Transportation Bill

On July 16, Rep. Earl Blumenauer (D-OR) introduced *The Transportation and Housing Choices for Gas Price Relief Act*, H.R.6495, with Reps. Ellen Tauscher (D-CA) and Christopher Shays (R-CT). The bill would provide subsidies and tax incentives to expand transportation options, assist transit agencies with rising fuel costs, help commuters reduce transportation costs and increase housing options near public transportation.

The bill would authorize federal funds for fare subsidies, service improvements, fuel purchases, and technology assistance and make it easier to secure federal funding for streetcars by requiring the Federal Transit Administration (FTA) to consider a streetcar project's contributions to land use, density, economic development, and carbon emission reductions in considering it for federal funding. It would promote smart growth by increasing availability of Location-Efficient Mortgages (LEM) for homes located near public transportation; providing funding to help States acquire, construct, and preserve affordable housing close to public transit; and requiring the Secretary of Housing and Urban Development to develop a standard that measures the transportation costs associated with a home's location and enabling real estate agents to provide this information to prospective buyers. It would assist commuters by equalizing the transportation fringe benefit so that those who commute by public transportation get as much as those who commute by driving, allowing employees to cash-in their parking benefits to spend on other choices that better meet their needs, extending transportation fringe benefits to bike commuters and the self employed, creating a tax credit for vanpool expenses and services for those who share their commutes, and creating a tax credit for qualified employers and employees who telecommute.

Solano Transportation Authority
August 28, 2008
Page 3

According to congressional staff, the bill is not likely to move this year, but the House Transportation Committee may include the provisions in the SAFETEA-LU reauthorization bill.

Highway Trust Fund Shortfall

On July 23, the House approved a bill (H.R. 6532) authorizing the transfer of \$8.017 billion from the general treasury to the Highway Trust Fund. The transfer would avert an estimated \$5-6 billion shortfall in Fiscal Year 2009. House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN) warned that without the bill, highway investment would fall 34 percent in the next fiscal year, threatening 380,000 jobs. The White House issued a veto threat, asserting that the bill would shift costs from highway users to the U.S. taxpayers. The Administration had proposed transferring funding from the transit account to make-up for the deficit in the highway fund, but lawmakers have rejected that proposal.

Republicans have blocked Senate supporters from attaching a similar provision to “must-pass” legislation. Republican opposition, however, appears motivated by internal Senate politics and objection to the way the Democrats have brought up the provision making it more likely that Republicans ultimately will not object to the Senate attaching the provision to a continuing resolution or other bill before the 110th Congress adjourns.

Bridge Repair

On July 24, the House passed legislation (H.R. 3999) to authorize \$1 billion in Fiscal Year 2009 for repair, reconstruction and replacement of structurally deficient bridges. Chairman James Oberstar (D-MN) introduced the legislation in response to the collapse of the I-35 West Bridge in Minneapolis in August 2007. Prior to passing the bill, the House adopted a number of amendments authorizing studies and reports focusing on the factors that contribute to bridge repair delays, as well as ways to rehabilitate failing structures more efficiently and economically. Because the White House is opposed to authorizing additional funds for bridge repair and there is no Senate companion to the bill, it is unlikely that the bill will be enacted before Congress adjourns this year.

Senate Economic Stimulus Package

On July 30, Senate Appropriations Committee Chairman Robert Byrd (D-WV) announced that the Senate will consider a \$25 billion supplemental spending bill in September that will include funding for infrastructure and disaster relief. He proposed to spend \$4.8 billion on transportation infrastructure, estimating that the spending would create at least 166,000 jobs.

Solano Transportation Authority

August 28, 2008

Page 4

The proposal would provide \$893 million for transit agencies to support capital and operating costs. The proposal would authorize \$3.6 billion in new highway investment, as well as transfer funds from the general treasury to prevent a shortfall in the Highway Trust Fund. The bill would provide \$100 million for Amtrak capital projects and \$200 million for airport projects ready for immediate construction. It also includes \$1.5 billion for energy efficiency, including \$300 million for competitive grants to State and local governments for innovative energy efficiency or conservation demonstration projects, \$2.3 billion for rural development, and billions of dollars in aid to disaster areas hit by storms, floods, and wildfires.

House Speaker Nancy Pelosi (D-CA) is expected to propose a \$50 billion economic stimulus package in the House, and has also identified infrastructure spending as a priority to support job creation. However, she indicated that it would be necessary to win the President's support and the votes of congressional Republicans to move a bipartisan bill. The Administration has been resistant to supporting additional federal spending to stimulate the economy stating that a second spending bill is more about election year politics than economic growth.

AMTRAK Reauthorization

A House-Senate conference on a bill to reauthorize Amtrak (S. 294) was delayed by Republican efforts to focus the Senate on the debate on off-shore drilling.

On July 26, Sen. Tom Coburn (R-OK) objected to a motion offered by Senate Majority Leader Harry Reid (D-NV) to agree to a conference with the House and appoint Senate conferees, delaying final passage of the bill until September. The House and Senate versions of the bill are similar and the Leadership is expecting a quick agreement once a conference is convened. The most controversial issue is a provision in the House bill (HR. 6003) that would allow private companies to bid against Amtrak to offer new high-speed rail service in the northeast corridor, but Sen. Frank Lautenberg (D-NJ), the provision's chief opponent, suggested that an agreement might be reached on a compromise. Both bills also authorize grants to support inter-city passenger rail service. The House voted to proceed to a conference on July 22.

While the White House has raised objections to the funding levels for reauthorization, the bills passed both chambers by large margins. The House voted 311-104 in favor of the bill on July 22 and the Senate passed its version of the bill on October 30, 2007, by a vote of 70-22.



Solano Transportation Authority

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Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

August 12, 2008

The Honorable Darrell Steinberg
Senator, 6th District
State Capitol, Room 4035
Sacramento, CA 95814

RE: SB 375: SEEK AMENDMENT

Dear Senator Steinberg:

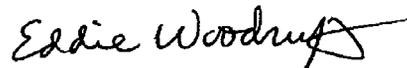
On behalf of the Solano Transportation Authority (STA), the organization responsible for managing county-based transportation planning and project development programs in Solano County, I am writing to request the following amendment to SB 375 (Steinberg):

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

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

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

Sincerely,



Eddie Woodruff, Chair
Mayor, City of Rio Vista

EW/jb

cc:

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

Attachment:

STA Proposed Amendment to SB 375

Solano Transportation Proposed Amendment:

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

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

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HR 6052 RFS

110th CONGRESS

2d Session

H. R. 6052

IN THE SENATE OF THE UNITED STATES

June 27, 2008

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

AN ACT

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

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the 'Saving Energy Through Public Transportation Act of 2008'.

SEC. 2. FINDINGS.

Congress finds the following:

- (1) In 2007, people in the United States took more than 10.3 billion trips using public transportation, the highest level in 50 years.
- (2) Public transportation use in the United States is up 32 percent since 1995, a figure that is more than double the growth rate of the Nation's population and is substantially greater than the growth rate for vehicle miles traveled on the Nation's highways for that same period.
- (3) Public transportation use saves fuel, reduces emissions, and saves money for the people of the United States.
- (4) The direct petroleum savings attributable to public transportation use is 1.4 billion gallons per year, and when the secondary effects of transit availability on travel are also taken into account, public transportation use saves the United States the equivalent of 4.2 billion gallons of gasoline per year (more than 11 million gallons of gasoline per day).
- (5) Public transportation use in the United States is estimated to reduce carbon dioxide emissions by 37 million metric tons annually.
- (6) An individual who commutes to work using a single occupancy vehicle can reduce carbon dioxide emissions by 20 pounds per day (more than 4,800 pounds per year) by switching to public transportation.
- (7) Public transportation use provides an affordable alternative to driving, as households that use public transportation save an average of \$6,251 every year.
- (8) Although under existing laws Federal employees in the National Capital Region receive transit benefits, transit benefits should be available to all Federal employees in the United States so that the Federal Government sets a leading example of greater public transportation use.
- (9) Public transportation stakeholders should engage and involve local communities in the education and promotion of the importance of utilizing public transportation.
- (10) Increasing public transportation use is a national priority.

SEC. 3. GRANTS TO IMPROVE PUBLIC TRANSPORTATION SERVICES.

(a) Authorizations of Appropriations-

- (1) URBANIZED AREA FORMULA GRANTS- In addition to amounts allocated under section 5338(b)(2)(B) of title 49, United States Code, to carry out section 5307 of such title, there is authorized to be appropriated \$750,000,000 for each of fiscal years 2008 and 2009 to carry out such section 5307. Such funds shall be apportioned, not later than 7 days after the date on which the funds are appropriated, in accordance with section 5336 (other than subsections (i)(1) and (j)) of such title but may not be combined or commingled with any other funds apportioned under such section 5336.
- (2) FORMULA GRANTS FOR OTHER THAN URBANIZED AREAS- In addition to amounts allocated under section 5338(b)(2)(G) of title 49, United States Code, to carry out section 5311 of such title, there is authorized to be appropriated \$100,000,000 for each of fiscal years 2008 and 2009 to carry out such section 5311. Such funds shall be apportioned, not later than 7 days after the date on which the funds are appropriated, in accordance with such section 5311 but may not be combined or commingled with any other funds apportioned under such section 5311.

(b) Use of Funds- Notwithstanding sections 5307 and 5311 of title 49, United States Code, the Secretary of Transportation may make grants under such sections from amounts appropriated under subsection (a) only for one or more of the following:

(1) If the recipient of the grant is reducing, or certifies to the Secretary within the time the Secretary prescribes that, during the term of the grant, the recipient will reduce one or more fares the recipient charges for public transportation, or in the case of subsection (f) of such section 5311, intercity bus service, those operating costs of equipment and facilities being used to provide the public transportation, or in the case of subsection (f) of such section 5311, intercity bus service, that the recipient is no longer able to pay from the revenues derived from such fare or fares as a result of such reduction.

(2) If the recipient of the grant is expanding, or certifies to the Secretary within the time the Secretary prescribes that, during the term of the grant, the recipient will expand public transportation service, or in the case of subsection (f) of such section 5311, intercity bus service, those operating and capital costs of equipment and facilities being used to provide the public transportation service, or in the case of subsection (f) of such section 5311, intercity bus service, that the recipient incurs as a result of the expansion of such service.

(3) To avoid increases in fares for public transportation, or in the case of subsection (f) of such section 5311, intercity bus service, or decreases in current public transportation service, or in the case of subsection (f) of such section 5311, intercity bus service, that would otherwise result from an increase in costs to the public transportation or intercity bus agency for transportation-related fuel or meeting additional transportation-related equipment or facility maintenance needs, if the recipient of the grant certifies to the Secretary within the time the Secretary prescribes that, during the term of the grant, the recipient will not increase the fares that the recipient charges for public transportation, or in the case of subsection (f) of such section 5311, intercity bus service, or, will not decrease the public transportation service, or in the case of subsection (f) of such section 5311, intercity bus service, that the recipient provides.

(4) If the recipient of the grant is acquiring, or certifies to the Secretary within the time the Secretary prescribes that, during the term of the grant, the recipient will acquire, clean fuel or alternative fuel vehicle-related equipment or facilities for the purpose of improving fuel efficiency, the costs of acquiring the equipment or facilities.

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

(c) Federal Share- Notwithstanding any other provision of law, the Federal share of the costs for which a grant is made under this section shall be 100 percent.

(d) Period of Availability- Funds appropriated under this section shall remain available for a period of 2 fiscal years.

SEC. 4. INCREASED FEDERAL SHARE FOR CLEAN AIR ACT COMPLIANCE.

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

SEC. 5. TRANSPORTATION FRINGE BENEFITS.

(a) Requirement That Agencies Offer Transit Pass Transportation Fringe Benefits to Their Employees Nationwide-

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

(A) by striking 'Effective' and all that follows through 'each covered agency' and inserting 'Each agency'; and

(B) by inserting 'at a location in an urbanized area of the United States that is served by fixed route public transportation' before 'shall be offered'.

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

(A) in paragraph (3)--

(i) by striking subparagraph (A); and

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

(B) in paragraph (4) by striking 'a covered agency' and inserting 'an agency'.

(b) Benefits Described- Section 3049(a)(2) of such Act (5 U.S.C. 7905 note; 119 Stat. 1711) is amended by striking the period at the end and inserting the following: ', except that the maximum level of such benefits shall be the maximum amount which may be excluded from gross income for qualified parking as in effect for a month under section 132(f)(2)(B) of the Internal Revenue Code of 1986.'.

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

'(5) GUIDANCE-

'(A) ISSUANCE- Not later than 60 days after the date of enactment of this paragraph, the Secretary of Transportation shall

issue guidance on nationwide implementation of the transit pass transportation fringe benefits program under this subsection.

`(B) UNIFORM APPLICATION-

`(i) IN GENERAL- The guidance to be issued under subparagraph (A) shall contain a uniform application for use by all Federal employees applying for benefits from an agency under the program.

`(ii) REQUIRED INFORMATION- As part of such an application, an employee shall provide, at a minimum, the employee's home and work addresses, a breakdown of the employee's commuting costs, and a certification of the employee's eligibility for benefits under the program.

`(iii) WARNING AGAINST FALSE STATEMENTS- Such an application shall contain a warning against making false statements in the application.

`(C) INDEPENDENT VERIFICATION REQUIREMENTS- The guidance to be issued under subparagraph (A) shall contain independent verification requirements to ensure that, with respect to an employee of an agency--

`(i) the eligibility of the employee for benefits under the program is verified by an official of the agency;

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

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

`(D) PROGRAM IMPLEMENTATION REQUIREMENTS- The guidance to be issued under subparagraph (A) shall contain program implementation requirements applicable to each agency to ensure that--

`(i) benefits provided by the agency under the program are adjusted in cases of employee travel, leave, or change of address;

`(ii) removal from the program is included in the procedures of the agency relating to an employee separating from employment with the agency; and

`(iii) benefits provided by the agency under the program are made available using an electronic format (rather than using paper fare media) where such a format is available for use.

`(E) ENFORCEMENT AND PENALTIES- The guidance to be issued under subparagraph (A) shall contain a uniform administrative policy on enforcement and penalties. Such policy shall be implemented by each agency to ensure compliance with program requirements, to prevent fraud and abuse, and, as appropriate, to penalize employees who have abused or misused the benefits provided under the program.

`(F) PERIODIC REVIEWS- The guidance to be issued under subparagraph (A) shall require each agency, not later than September 1 of the first fiscal year beginning after the date of enactment of this paragraph, and every 3 years thereafter, to develop and submit to the Secretary a review of the agency's implementation of the program. Each such review shall contain, at a minimum, the following:

`(i) An assessment of the agency's implementation of the guidance, including a summary of the audits and investigations, if any, of the program conducted by the Inspector General of the agency.

`(ii) Information on the total number of employees of the agency that are participating in the program.

`(iii) Information on the total number of single occupancy vehicles removed from the roadway network as a result of participation by employees of the agency in the program.

`(iv) Information on energy savings and emissions reductions, including reductions in greenhouse gas emissions, resulting from reductions in single occupancy vehicle use by employees of the agency that are participating in the program.

`(v) Information on reduced congestion and improved air quality resulting from reductions in single occupancy vehicle use by employees of the agency that are participating in the program.

`(vi) Recommendations to increase program participation and thereby reduce single occupancy vehicle use by Federal employees nationwide.

`(6) REPORTING REQUIREMENTS- Not later than September 30 of the first fiscal year beginning after the date of enactment of this paragraph, and every 3 years thereafter, the Secretary shall submit to the Committee on Transportation and Infrastructure and the Committee on Oversight and Government Reform of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on nationwide implementation of the transit pass transportation fringe benefits program under this subsection, including a summary of the information submitted by agencies pursuant to paragraph (5)(F).'

(d) Effective Date- Except as otherwise specifically provided, the amendments made by this section shall become effective on the first day of the first fiscal year beginning after the date of enactment of this Act.

SEC. 6. CAPITAL COST OF CONTRACTING VANPOOL PILOT PROGRAM.

(a) Establishment- The Secretary of Transportation shall establish and implement a pilot program to carry out vanpool demonstration

projects in not more than 3 urbanized areas and not more than 2 other than urbanized areas.

(b) Pilot Program-

(1) IN GENERAL- Notwithstanding section 5323(i) of title 49, United States Code, for each project selected for participation in the pilot program, the Secretary shall allow the non-Federal share provided by a recipient of assistance for a capital project under chapter 53 of such title to include the amounts described in paragraph (2).

(2) CONDITIONS ON ACQUISITION OF VANS- The amounts referred to in paragraph (1) are any amounts expended by a private provider of public transportation by vanpool for the acquisition of vans to be used by such private provider in the recipient's service area, excluding any amounts the provider may have received in Federal, State, or local government assistance for such acquisition, if the private provider enters into a legally binding agreement with the recipient that requires the private provider to use all revenues it receives in providing public transportation in such service area, in excess of its operating costs, for the purpose of acquiring vans to be used by the private provider in such service area.

(c) Program Term- The Secretary may approve an application for a vanpool demonstration project for fiscal years 2008 through 2009.

(d) Report to Congress- Not later than one year after the date of enactment of this Act, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report containing an assessment of the costs, benefits, and efficiencies of the vanpool demonstration projects.

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

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

SEC. 8. NATIONAL CONSUMER AWARENESS PROGRAM.

(a) In General- The Secretary of Transportation shall carry out a national consumer awareness program to educate the public on the environmental, energy, and economic benefits of public transportation alternatives to the use of single occupancy vehicles.

(b) Authorization of Appropriations- There is authorized to be appropriated to carry out this section \$1,000,000 for fiscal year 2009. Such sums shall remain available until expended.

SEC. 9. EXCEPTION TO ALTERNATIVE FUEL PROCUREMENT REQUIREMENT.

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

(1) by striking 'No Federal agency' and inserting '(a) Requirement- Except as provided in subsection (b), no Federal agency'; and

(2) by adding at the end the following:

'(b) Exception- Subsection (a) does not prohibit a Federal agency from entering into a contract to purchase a generally available fuel that is not an alternative or synthetic fuel or predominantly produced from a nonconventional petroleum source, if--

'(1) the contract does not specifically require the contractor to provide an alternative or synthetic fuel or fuel from a nonconventional petroleum source;

'(2) the purpose of the contract is not to obtain an alternative or synthetic fuel or fuel from a nonconventional petroleum source; and

'(3) the contract does not provide incentives for a refinery upgrade or expansion to allow a refinery to use or increase its use of fuel from a nonconventional petroleum source.'

Passed the House of Representatives June 26, 2008.

Attest:

LORRAINE C. MILLER,

Clerk.

By Robert F. Reeves,

Deputy Clerk.

END

S 3380 IS

110th CONGRESS

2d Session

S. 3380

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

IN THE SENATE OF THE UNITED STATES**July 31, 2008**

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

A BILL

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

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the 'Saving Energy Through Public Transportation Act of 2008'.

SEC. 2. FINDINGS.

Congress finds the following:

[+]
FEEDBACK

- (1) In 2007, people in the United States took more than 10.3 billion trips using public transportation, the highest level in 50 years.
- (2) Public transportation use in the United States is up 32 percent since 1995, a figure that is more than double the growth rate of the Nation's population and is substantially greater than the growth rate for vehicle miles traveled on the Nation's highways for that same period.
- (3) Public transportation use saves fuel, reduces emissions, and saves money for the people of the United States.
- (4) The direct petroleum savings attributable to public transportation use is 1.4 billion gallons per year, and when the secondary effects of transit availability on travel are also taken into account, public transportation use saves the United States the equivalent of 4.2 billion gallons of gasoline per year (more than 11 million gallons of gasoline per day).
- (5) Public transportation use in the United States is estimated to reduce carbon dioxide emissions by 37 million metric tons annually.
- (6) An individual who commutes to work using a single occupancy vehicle can reduce carbon dioxide emissions by 20 pounds per day (more than 4,800 pounds per year) by switching to public transportation.
- (7) Public transportation use provides an affordable alternative to driving, as households that use public transportation save an average of \$6,251 every year.
- (8) Although under existing laws Federal employees in the National Capital Region receive transit benefits, transit benefits should be available to all Federal employees in the United States so that the Federal Government sets a leading example of greater public transportation use.
- (9) Public transportation stakeholders should engage and involve local communities in the education and promotion of the importance of utilizing public transportation.
- (10) Increasing public transportation use is a national priority.

SEC. 3. GRANTS TO IMPROVE PUBLIC TRANSPORTATION SERVICES.

(a) Authorizations of Appropriations-

- (1) URBANIZED AREA FORMULA GRANTS- In addition to amounts allocated under section 5338(b)(2)(B) of title 49, United States Code, to carry out section 5307 of such title, there is authorized to be appropriated \$750,000,000 for each of fiscal years 2008 and 2009 to carry out such section 5307. Such funds shall be apportioned, not later than 7 days after the date on which the funds are appropriated, in accordance with section 5336 (other than subsections (i)(1) and (j)) of

such title but may not be combined or commingled with any other funds apportioned under such section 5336.

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

(b) Use of Funds- Notwithstanding sections 5307 and 5311 of title 49, United States Code, the Secretary of Transportation may make grants under such sections from amounts appropriated under subsection (a) only for one or more of the following:

(1) If the recipient of the grant is reducing, or certifies to the Secretary within the time the Secretary prescribes that, during the term of the grant, the recipient will reduce one or more fares the recipient charges for public transportation, or in the case of subsection (f) of such section 5311, intercity bus service, those operating costs of equipment and facilities being used to provide the public transportation, or in the case of subsection (f) of such section 5311, intercity bus service, that the recipient is no longer able to pay from the revenues derived from such fare or fares as a result of such reduction.

(2) If the recipient of the grant is expanding, or certifies to the Secretary within the time the Secretary prescribes that, during the term of the grant, the recipient will expand public transportation service, or in the case of subsection (f) of such section 5311, intercity bus service, those operating and capital costs of equipment and facilities being used to provide the public transportation service, or in the case of subsection (f) of such section 5311, intercity bus service, that the recipient incurs as a result of the expansion of such service.

(3) To avoid increases in fares for public transportation, or in the case of subsection (f) of such section 5311, intercity bus service, or decreases in current public transportation service, or in the case of subsection (f) of such section 5311, intercity bus service, that would otherwise result from an increase in costs to the public transportation or intercity bus agency for transportation-related fuel or meeting additional transportation-related equipment or facility maintenance needs, if the recipient of the grant certifies to the Secretary within the time the Secretary prescribes that, during the term of the grant, the recipient will not increase the fares that the recipient charges for public transportation, or in the case of subsection (f) of such section 5311, intercity bus service, or, will not decrease the public transportation service, or in the case of subsection (f) of such section 5311, intercity bus service, that the recipient provides.

(4) If the recipient of the grant is acquiring, or certifies to the Secretary within the time the Secretary prescribes that, during the term of the grant, the recipient will acquire, clean fuel or alternative fuel vehicle-related equipment or facilities for the purpose of improving fuel efficiency, the costs of acquiring the equipment or facilities.

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

(c) Federal Share- Notwithstanding any other provision of law, the Federal share of the costs for which a grant is made under this section shall be 100 percent.

(d) Period of Availability- Funds appropriated under this section shall remain available for a period of 2 fiscal years.

SEC. 4. INCREASED FEDERAL SHARE FOR CLEAN AIR ACT COMPLIANCE.

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

SEC. 5. TRANSPORTATION FRINGE BENEFITS.

(a) Requirement That Agencies Offer Transit Pass Transportation Fringe Benefits to Their Employees Nationwide-

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

(A) by striking `Effective' and all that follows through `each covered agency' and inserting `Each agency'; and

(B) by inserting `at a location in an urbanized area of the United States that is served by fixed route public transportation' before `shall be offered'.

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

(A) in paragraph (3)--

(i) by striking subparagraph (A); and

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

(B) in paragraph (4) by striking 'a covered agency' and inserting 'an agency'.

(b) Benefits Described- Section 3049(a)(2) of such Act (5 U.S.C. 7905 note; 119 Stat. 1711) is amended by striking the period at the end and inserting the following: ', except that the maximum level of such benefits shall be the maximum amount which may be excluded from gross income for qualified parking as in effect for a month under section 132(f)(2)(B) of the Internal Revenue Code of 1986.'

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

'(5) GUIDANCE-

'(A) ISSUANCE- Not later than 60 days after the date of enactment of this paragraph, the Secretary of Transportation shall issue guidance on nationwide implementation of the transit pass transportation fringe benefits program under this subsection.

'(B) UNIFORM APPLICATION-

'(i) IN GENERAL- The guidance to be issued under subparagraph (A) shall contain a uniform application for use by all Federal employees applying for benefits from an agency under the program.

'(ii) REQUIRED INFORMATION- As part of such an application, an employee shall provide, at a minimum, the employee's home and work addresses, a breakdown of the employee's commuting costs, and a certification of the employee's eligibility for benefits under the program.

'(iii) WARNING AGAINST FALSE STATEMENTS- Such an application shall contain a warning against making false statements in the application.

'(C) INDEPENDENT VERIFICATION REQUIREMENTS- The guidance to be issued under subparagraph (A) shall contain independent verification requirements to ensure that, with respect to an employee of an agency--

'(i) the eligibility of the employee for benefits under the program is verified by an official of the agency;

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

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

'(D) PROGRAM IMPLEMENTATION REQUIREMENTS- The guidance to be issued under subparagraph (A) shall contain program implementation requirements applicable to each agency to ensure that--

'(i) benefits provided by the agency under the program are adjusted in cases of employee travel, leave, or change of address;

'(ii) removal from the program is included in the procedures of the agency relating to an employee separating from employment with the agency; and

'(iii) benefits provided by the agency under the program are made available using an electronic format (rather than using paper fare media) where such a format is available for use.

'(E) ENFORCEMENT AND PENALTIES- The guidance to be issued under subparagraph (A) shall contain a uniform administrative policy on enforcement and penalties. Such policy shall be implemented by each agency to ensure compliance with program requirements, to prevent fraud and abuse, and, as appropriate, to penalize employees who have abused or misused the benefits provided under the program.

'(F) PERIODIC REVIEWS- The guidance to be issued under subparagraph (A) shall require each agency, not later than September 1 of the first fiscal year beginning after the date of enactment of this paragraph, and every 3 years thereafter, to develop and submit to the Secretary a review of the agency's implementation of the program. Each such review shall contain, at a minimum, the following:

'(i) An assessment of the agency's implementation of the guidance, including a summary of the audits and investigations, if any, of the program conducted by the Inspector General of the agency.

'(ii) Information on the total number of employees of the agency that are participating in the program.

'(iii) Information on the total number of single occupancy vehicles removed from the roadway network as a result of participation by employees of the agency in the program.

'(iv) Information on energy savings and emissions reductions, including reductions in greenhouse gas emissions, resulting from reductions in single occupancy vehicle use by employees of the agency that are participating in the program.

'(v) Information on reduced congestion and improved air quality resulting from reductions in single occupancy vehicle use by employees of the agency that are participating in the program.

`(vi) Recommendations to increase program participation and thereby reduce single occupancy vehicle use by Federal employees nationwide.

`(6) REPORTING REQUIREMENTS- Not later than September 30 of the first fiscal year beginning after the date of enactment of this paragraph, and every 3 years thereafter, the Secretary shall submit to the Committee on Transportation and Infrastructure and the Committee on Oversight and Government Reform of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on nationwide implementation of the transit pass transportation fringe benefits program under this subsection, including a summary of the information submitted by agencies pursuant to paragraph (5)(F).¹.

(d) Effective Date- Except as otherwise specifically provided, the amendments made by this section shall become effective on the first day of the first fiscal year beginning after the date of enactment of this Act.

SEC. 6. CAPITAL COST OF CONTRACTING VANPOOL PILOT PROGRAM.

(a) Establishment- The Secretary of Transportation shall establish and implement a pilot program to carry out vanpool demonstration projects in not more than 3 urbanized areas and not more than 2 other than urbanized areas.

(b) Pilot Program-

(1) IN GENERAL- Notwithstanding section 5323(i) of title 49, United States Code, for each project selected for participation in the pilot program, the Secretary shall allow the non-Federal share provided by a recipient of assistance for a capital project under chapter 53 of such title to include the amounts described in paragraph (2).

(2) CONDITIONS ON ACQUISITION OF VANS- The amounts referred to in paragraph (1) are any amounts expended by a private provider of public transportation by vanpool for the acquisition of vans to be used by such private provider in the recipient's service area, excluding any amounts the provider may have received in Federal, State, or local government assistance for such acquisition, if the private provider enters into a legally binding agreement with the recipient that requires the private provider to use all revenues it receives in providing public transportation in such service area, in excess of its operating costs, for the purpose of acquiring vans to be used by the private provider in such service area.

(c) Program Term- The Secretary may approve an application for a vanpool demonstration project for fiscal years 2008 through 2009.

(d) Report to Congress- Not later than one year after the date of enactment of this Act, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report containing an assessment of the costs, benefits, and efficiencies of the vanpool demonstration projects.

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

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

SEC. 8. NATIONAL CONSUMER AWARENESS PROGRAM.

(a) In General- The Secretary of Transportation shall carry out a national consumer awareness program to educate the public on the environmental, energy, and economic benefits of public transportation alternatives to the use of single occupancy vehicles.

(b) Authorization of Appropriations- There is authorized to be appropriated to carry out this section \$1,000,000 for fiscal year 2009. Such sums shall remain available until expended.

SEC. 9. EXCEPTION TO ALTERNATIVE FUEL PROCUREMENT REQUIREMENT.

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

(1) by striking 'No Federal agency' and inserting '(a) Requirement- Except as provided in subsection (b), no Federal agency'; and

(2) by adding at the end the following:

`(b) Exception- Subsection (a) does not prohibit a Federal agency from entering into a contract to purchase a generally available fuel that is not an alternative or synthetic fuel or predominantly produced from a nonconventional petroleum source, if--

`(1) the contract does not specifically require the contractor to provide an alternative or synthetic fuel or fuel from a nonconventional petroleum source;

`(2) the purpose of the contract is not to obtain an alternative or synthetic fuel or fuel from a nonconventional petroleum source; and

` (3) the contract does not provide incentives for a refinery upgrade or expansion to allow a refinery to use or increase its use of fuel from a nonconventional petroleum source.'.

END

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HR 6495 IH

110th CONGRESS

2d Session

H. R. 6495

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

IN THE HOUSE OF REPRESENTATIVES**July 15, 2008**

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

A BILL

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

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) Short Title- This Act may be cited as the 'Transportation and Housing Choices for Gas Price Relief Act of 2008'.

(b) Table of Contents-

Sec. 1. Short title; table of contents.

Sec. 2. Findings.

Sec. 3. Community transportation choices investment program.

Sec. 4. Public transportation improvement block grants.

Sec. 5. Improving community transit grants.

Sec. 6. National consumer awareness program.

Sec. 7. Credit for teleworking.

Sec. 8. Transportation fringe benefit to bicycle commuters.

Sec. 9. Increased uniform dollar limitation for all types of transportation fringe benefits.

Sec. 10. Clarification of Federal employee benefits.

Sec. 11. Eligibility of self-employed individuals to receive transit fringe benefits.

Sec. 12. Parking cash-out programs.

Sec. 13. Vanpool credit.

Sec. 14. Participation of Federal agencies in local transportation management associations.

Sec. 15. Disclosure of transit accessibility and transportation costs of housing.

Sec. 16. Location-efficient mortgage goals for Fannie Mae and Freddie Mac.

Sec. 17. Location-efficient mortgages education and outreach campaign.

Sec. 18. Grants for purchase or creation of affordable housing near transit.

Sec. 19. Accessible and efficient schools.

SEC. 2. FINDINGS.

Congress finds the following:

(1) Gas prices have more than tripled since 2001, putting a significant strain on American families and the economy.

- (2) On average, transportation costs are now Americans' second largest expense after housing.
- (3) Polls show that Americans believe that gas prices will continue to rise and they are looking to Congress for help.
- (4) Eighty-four percent of Americans rely on their own transportation to get to and from work, annually spending on average \$2,052 on gas and 264 hours on their commute.
- (5) The cost of congestion, including added freight costs and lost productivity for consumers, reached \$78 billion in 2005 and resulted in 4.2 billion lost hours and 2.9 billion gallons of wasted fuel.
- (6) One of the most effective ways to reduce transportation costs and traffic congestion for American families is to offer a broader range of transportation options as well as housing choices that reduce transportation costs.
- (7) Transportation options can include public transit, carpooling, biking, walking, and other alternatives to single-occupancy vehicle trips.
- (8) The Consumer Electronics Association recently estimated that 4 to 6 million workers telecommute at least once a week, saving an estimated 840 million gallons of fuel and reducing carbon dioxide emissions by 10 to 14 million metric tons per year.
- (9) A typical transit rider consumes less than half as much gasoline on average than a person with no access to transit.
- (10) Public transportation saves over 4.2 billion gallons of fuel each year.
- (11) At \$4 per gallon gasoline, American families can save \$5.6 billion each year on gasoline costs by using transit.
- (12) Consumer demand for transit and other transportation options is surging.
- (13) Public transportation ridership rose by 3.4 percent in the first quarter of 2008, according to the American Public Transportation Association.
- (14) More than 90 percent of public transportation officials report that their ridership is up over the past 3 years.
- (15) Rising fuel prices have increased costs for public transportation agencies. Public transportation agencies consume more than 760 million gallons of diesel fuel and gasoline each year. For every penny added to the cost of fuel, public transportation agencies around the Nation face \$7.6 million in increased annual costs.
- (16) Bicycle commuters annually save on average \$1,825 in auto-related costs, conserve 145 gallons of gasoline, and avoid 50 hours of gridlock traffic.
- (17) Bicycles can be a viable option for the more than 50 percent of the working population commutes less than 5 miles to work.
- (18) In 1969, approximately 50 percent of children in the United States got to school by walking or bicycling, but in 2001 only 15 percent of students were walking or biking to school .
- (19) Too few Americans live in communities equipped with convenient and reliable access to public transportation or other alternatives to driving a vehicle.
- (20) A study funded by the Environmental Protection Agency found that residents of compact metropolitan areas drive about 25 percent less than those in sprawling areas.
- (21) Less than 5 percent of Americans live within one-half mile of rail transit.
- (22) The Federal Government can help American families cope with high gas prices by expanding alternatives and investing in communities.

SEC. 3. COMMUNITY TRANSPORTATION CHOICES INVESTMENT PROGRAM.

- (a) In General- The Secretary of Transportation shall carry out a grant program to support community efforts to invest in transportation alternatives and travel demand management strategies.
- (b) Award of Grants- The Secretary shall award grants under the program on a competitive basis. The Secretary give priority to proposals that will have the biggest impact on reducing single occupancy vehicle trips.
- (c) Eligible Entities- The following entities shall be eligible to receive grants under the program:
 - (1) State and local governments.
 - (2) Metropolitan planning organizations.
 - (3) Rural planning organizations.
- (d) Eligible Activities- Amounts received in grants under the program may be used to plan for, facilitate, and provide initial support for any of the following activities:
 - (1) Transportation demand management programs, including support for transportation management associations.
 - (2) Carpool or telecommuting projects.

(3) Planning, design, acquisition of rights-of-way, construction, improvement, and management of streets, pathways, and public transportation facilities to facilitate expanded bicycle and pedestrian mobility and access.

(4) Intelligent transportation improvements, including traffic management systems that reduce congestion and idling (other than projects to increase roadway capacity).

(5) Participation in market-based programs to reduce travel demand, such as car or bicycle sharing and pay-as-you-drive insurance.

(e) Application-

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

(2) CONTENTS- An application under this subsection shall contain, at a minimum, information detailing how the project to be funded using the grant funds would provide for a shift in the use of transportation modes by encouraging walking, biking, or using public transportation as an alternative to driving a motor vehicle. The applicant shall also describe the project goals and objectives and the methods by which the impacts and performance of the project will be measured against the project goals and objectives. For activities expected to be ongoing, the applicant shall describe how the project's operating costs will be financially sustained beyond the end of the grant.

(f) Federal Share- The Federal share of the cost of an activity funded under the program may not exceed 80 percent of the cost of the activity.

(g) Cooperation- In carrying out this section, the Secretary shall work with the Administrator of the Environmental Protection Agency, as necessary, to coordinate the activities under this section with the Smart Growth program of the Environmental Protection Agency.

(h) Administrative Expenses- Not to exceed 4 percent of the amounts made available to carry out this section for a fiscal year may be used by the Secretary for administrative expenses.

(i) Maximum Amount- Not more than \$500,000 in grants received by a recipient in a fiscal year under this section may be used for a single project.

(j) Authorization of Appropriations- There is authorized to be appropriated to carry out this section \$50,000,000 for each of fiscal years 2009 through 2011. Such sums shall remain available until expended.

SEC. 4. PUBLIC TRANSPORTATION IMPROVEMENT BLOCK GRANTS.

(a) Authorizations of Appropriations-

(1) URBANIZED AREA FORMULA GRANTS- In addition to amounts allocated under section 5338(b)(2)(B) of title 49, United States Code, to carry out section 5307 of such title, there is authorized to be appropriated \$725,000,000 for each of fiscal years 2008 and 2009 to carry out such section 5307. Such funds shall be apportioned, not later than 7 days after the date on which the funds are appropriated, in accordance with section 5336 (other than subsections (i)(1) and (j)) of such title but may not be combined or commingled with any other funds apportioned under such section 5336.

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

(b) Use of Funds- Notwithstanding sections 5307 and 5311 of title 49, United States Code, the Secretary of Transportation may make grants under such sections from amounts appropriated under subsection (a) only for one or more of the following:

(1) Technology upgrades to make public transportation systems more rider friendly, including--

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

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

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

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

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

(3) Technical assistance for accommodating increased ridership.

(4) Maintenance and upgrades to improve service.

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

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

(7) Planning and design for new public transportation projects, extension of existing public transportation projects, and intercity passenger rail projects.

(c) Federal Share- The Federal share of the cost of an activity funded under the program may not exceed 80 percent of the cost of the activity.

(d) Period of Availability- Funds appropriated under this section shall remain available for a period of 2 fiscal years.

SEC. 5. IMPROVING COMMUNITY TRANSIT GRANTS.

(a) Project Justification- Section 5309(e)(4) of title 49, United States Code, is amended--

(1) by redesignating subparagraph (E) as subparagraph (F); and

(2) by inserting after subparagraph (D) the following:

 (E) determine the project effectiveness based on the project's--

 (i) effectiveness in reducing per capita vehicle miles traveled in the transportation corridor served, including reductions in vehicle miles traveled related to higher density development and improved land use surrounding the project;

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

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

(b) Project Justification Factors- Section 5309(e) of title 49, United States Code, is amended--

(1) by redesignating paragraph (6) as paragraph (8); and

(2) by inserting after paragraph (5) the following:

 (6) WEIGHT OF PROJECT JUSTIFICATION FACTORS- For purposes of making the evaluation required under paragraph (4), the Secretary shall give equal weight to each listed factor.

 (7) ADDITIONAL PROJECT JUSTIFICATION FACTOR- For purposes of making the evaluation required under paragraph (4), the Secretary shall not consider any factor quantifying travel time savings.'.

SEC. 6. NATIONAL CONSUMER AWARENESS PROGRAM.

(a) In General- The Secretary of Transportation shall carry out a national consumer awareness program (in this section referred to as the `program') to educate the public on the environmental, energy, and economic benefits of transportation alternatives to the single occupancy vehicle, including carpooling, vanpooling, transit, and bicycles.

(b) Grants-

(1) PURPOSES- In carrying out the program, the Secretary shall make grants to establish, expand, and enhance local marketing and educational campaigns that promote the benefits of alternative transportation and reducing motor vehicle trips.

(2) ELIGIBLE RECIPIENTS- The following entities shall be eligible to receive a grant under this subsection:

(A) State and city departments of transportation.

(B) Metropolitan planning organizations.

(C) Rural planning organizations.

(D) City, county, and State governments.

(E) Universities and school districts.

(F) Public transportation agencies.

(G) Councils of government.

(3) ELIGIBLE ACTIVITIES- Grant funds made available under this subsection may be used for the following purposes:

(A) Public forums to educate and receive feedback.

(B) Ride sharing programs and outreach.

(C) Print materials.

(D) Employer programs.

(E) Distributing and publicizing information on alternatives to single occupancy vehicle trips.

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

(G) Research and analysis of the effectiveness or benefits of the activities described in this paragraph.

(c) Authorization of Appropriations- There is authorized to be appropriated to carry out this section \$10,000,000 for each of fiscal years 2009 through 2011. Such sums shall remain available until expended.

SEC. 7. CREDIT FOR TELEWORKING.

(a) In General- Subpart B of part IV of subchapter A of chapter 1 of the Internal Revenue Code of 1986 (relating to foreign tax credit, etc.) is amended by adding at the end the following new section:

SEC. 30D. TELEWORK CREDIT.

(a) Allowance of Credit- In the case of an eligible taxpayer, there shall be allowed as a credit against the tax imposed by this chapter for the taxable year an amount equal to the qualified teleworking expenses paid or incurred by the taxpayer during such year.

(b) Maximum Credit-

(1) PER TELEWORKER LIMITATION- The credit allowed by subsection (a) for a taxable year with respect to qualified teleworking expenses paid or incurred by or on behalf of an individual teleworker shall not exceed \$400.

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

(c) Definitions- For purposes of this section--

(1) ELIGIBLE TAXPAYER- The term 'eligible taxpayer' means--

(A) in the case of an individual, an individual who performs services for an employer under a teleworking arrangement, or

(B) in the case of an employer, an employer for whom employees perform services under a teleworking arrangement.

(2) TELEWORKING ARRANGEMENT- The term 'teleworking arrangement' means an arrangement under which an employee teleworks for an employer at least 1 day per week.

(3) QUALIFIED TELEWORKING EXPENSES- The term 'qualified teleworking expenses' means expenses paid or incurred under a teleworking arrangement--

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

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

(4) TELEWORK- The term 'telework' means to perform work functions, using electronic information and communication technologies, thereby reducing or eliminating the physical commute to and from the traditional worksite.

(d) Limitation Based on Amount of Tax-

(1) LIABILITY FOR TAX- The credit allowable under subsection (a) for any taxable year shall not exceed the excess (if any) of--

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

(B) the tentative minimum tax for the taxable year.

(2) CARRYFORWARD OF UNUSED CREDIT- If the amount of the credit allowable under subsection (a) for any taxable year exceeds the limitation under paragraph (1) for the taxable year, the excess shall be carried to the succeeding taxable year and added to the amount allowable as a credit under subsection (a) for such succeeding taxable year.

(e) Special Rules-

(1) BASIS REDUCTION- For purposes of this subtitle, the basis of any property for which a credit is allowable under subsection (a) shall be reduced by the amount of such credit (determined without regard to subsection (d)).

(2) RECAPTURE- The Secretary shall, by regulations, provide for recapturing the benefit of any credit allowable under subsection (a) with respect to any property which ceases to be property eligible for such credit.

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

(4) ELECTION NOT TO TAKE CREDIT- No credit shall be allowed under subsection (a) for any expense if the taxpayer elects to

have this section not apply with respect to such expense.

` (5) DENIAL OF DOUBLE BENEFIT- No deduction or credit (other than under this section) shall be allowed under this chapter with respect to any expense which is taken into account in determining the credit under this section.

` (f) Reporting Requirement-

` (1) IN GENERAL- In the case of an eligible taxpayer who is an employer, no credit shall be allowed under this section for qualified teleworking expenses of the employer with respect to such employer's employees unless the taxpayer submits to the Secretary (in such form and manner as the Secretary may prescribe)--

` (A) the survey described in paragraph (2), and

` (B) a detailed description of the teleworking policies of the employer, including a description of--

` (i) which employees of the employer are eligible to telework,

` (ii) any employer goals relating to teleworking, and any progress with respect to such goals, and

` (iii) any materials or resources of the employer intended to promote or enable teleworking.

` (2) CALL FOR TELEWORK DATA SURVEY- The Secretary shall, in consultation with the Office of Personnel Management, establish, make publicly available to taxpayers, and update as appropriate, a survey designed to track teleworking trends among employers allowed credits under this section.

` (3) REPORT TO CONGRESS- Not later than October 15 of each calendar year, the Secretary shall submit to the Congress, and make publicly available on the Internet and at the offices of the Internal Revenue Service, a report, which shall include a summary of the information contained in the submissions under paragraph (1) for taxable years ending in the previous calendar year.'

(b) Conforming Amendment- Subsection (a) of section 1016 of such Code is amended by striking `and' at the end of paragraph (36), by striking the period at the end of paragraph (37) and inserting `, and', and by adding at the end the following new paragraph:

` (38) to the extent provided in section 30D(e), in the case of amounts with respect to which a credit has been allowed under section 30B.'

(c) Clerical Amendment- The table of sections for subpart B of part IV of subchapter A of chapter 1 of such Code is amended by adding at the end the following new item:

` Sec. 30D. Telework credit.'

(d) Effective Date- The amendments made by this section shall apply to amounts paid or incurred after December 31, 2008.

SEC. 8. TRANSPORTATION FRINGE BENEFIT TO BICYCLE COMMUTERS.

(a) In General- Paragraph (1) of section 132(f) of the Internal Revenue Code of 1986 is amended by adding at the end the following:

` (D) Any qualified bicycle commuting reimbursement.'

(b) Limitation on Exclusion- Paragraph (2) of section 132(f) of such Code is amended by striking `and' at the end of subparagraph (A), by striking the period at the end of subparagraph (B) and inserting `, and', and by adding at the end the following new subparagraph:

` (C) the applicable annual limitation in the case of any qualified bicycle commuting reimbursement.'

(c) Definitions- Paragraph (5) of section 132(f) of such Code is amended by adding at the end the following:

` (F) DEFINITIONS RELATED TO BICYCLE COMMUTING REIMBURSEMENT-

` (i) QUALIFIED BICYCLE COMMUTING REIMBURSEMENT- The term `qualified bicycle commuting reimbursement' means, with respect to any calendar year, any employer reimbursement during the 15-month period beginning with the first day of such calendar year for reasonable expenses incurred by the employee during such calendar year for the purchase of a bicycle and bicycle improvements, repair, and storage, if such bicycle is regularly used for travel between the employee's residence and place of employment.

` (ii) APPLICABLE ANNUAL LIMITATION- The term `applicable annual limitation' means, with respect to any employee for any calendar year, the product of \$50 multiplied by the number of qualified bicycle commuting months during such year.

` (iii) QUALIFIED BICYCLE COMMUTING MONTH- The term `qualified bicycle commuting month' means, with respect to any employee, any month during which such employee--

` (I) regularly uses the bicycle for a substantial portion of the travel between the employee's residence and place of employment, and

` (II) does not receive any benefit described in subparagraph (A), (B), or (C) of paragraph (1).'

(d) Constructive Receipt of Benefit- Paragraph (4) of section 132(f) of such Code is amended by inserting `(other than a qualified

bicycle commuting reimbursement)' after 'qualified transportation fringe'.

(e) Effective Date- The amendments made by this section shall apply to taxable years beginning after December 31, 2008.

SEC. 9. INCREASED UNIFORM DOLLAR LIMITATION FOR ALL TYPES OF TRANSPORTATION FRINGE BENEFITS.

(a) In General- Section 132(f)(2) of the Internal Revenue Code of 1986 (relating to limitation on exclusion) is amended--

(1) by striking '\$100' in subparagraph (A) and inserting '\$200', and

(2) by striking '\$175' in subparagraph (B) and inserting '\$200'.

(b) Inflation Adjustment Conforming Amendments- Subparagraph (A) of section 132(f)(6) of the Internal Revenue Code of 1986 (relating to inflation adjustment) is amended--

(1) by striking the last sentence,

(2) by striking '1999' and inserting '2009', and

(3) by striking '1998' and inserting '2008'.

(c) Effective Date- The amendments made by this section shall apply to taxable years beginning after December 31, 2008.

SEC. 10. CLARIFICATION OF FEDERAL EMPLOYEE BENEFITS.

Section 7905 of title 5, United States Code, is amended--

(1) in subsection (a)--

(A) in paragraph (2)(C) by inserting 'and' after the semicolon;

(B) in paragraph (3) by striking '; and' and inserting a period; and

(C) by striking paragraph (4); and

(2) in subsection (b)(2)(A) by amending subparagraph (A) to read as follows:

'(A) a qualified transportation fringe as defined in section 132(f)(1) of the Internal Revenue Code of 1986;'

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

(a) In General- Subparagraph (E) of section 132(f)(5) is amended--

(1) by striking 'For purposes of this subsection, the term' and inserting the following:

'(i) IN GENERAL- Except as provided in clause (ii), the term', and

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

'(ii) SELF-EMPLOYED INDIVIDUALS ELIGIBLE FOR TRANSIT PASS FRINGE BENEFIT- For purposes of paragraph (1) (B), such term includes an individual who is an employee within the meaning of section 401(c)(1).'

(b) Effective Date- The amendments made by this section shall apply to taxable years beginning after December 31, 2008.

SEC. 12. PARKING CASH-OUT PROGRAMS.

(a) In General- Subparagraph (C) of section 132(f)(5) is amended--

(1) by striking 'The term' and inserting the following:

'(i) IN GENERAL- The term'

(2) by adding at the end of clause (i), as amended by paragraph (1), the following: 'Such term shall not include any parking with respect to any specified employer unless such employer establishes a parking cash-out program.', and

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

'(ii) SPECIFIED EMPLOYER- For purposes of this subparagraph, the term 'specified employer' means any employer who--

'(I) employs on average 50 or more employees during the calendar year,

'(II) leases the parking facilities referred to in clause (i),

'(III) can separately determine the amount paid per parking space leased, and

'(IV) can reduce the number of parking space leased (on a basis not less frequently than monthly) without penalty.

`(iii) PARKING CASH-OUT PROGRAM- For purposes of this subparagraph, the term `parking cash-out program' means a program established by the employer under which--

`(I) the employer offers employees a cash allowance equal to the regular amount paid by the employer for parking for a single employee under clause (i) in lieu of the parking referred to in clause (i), and

`(II) any employee electing the cash allowance shall certify to the employer that the employee will comply with guidelines established by the employer to avoid neighborhood parking problems and violation of such guidelines are enforced by the employer by termination of eligibility of such employee for such cash allowance and employer sponsored parking.'.

(b) Effective Date- The amendments made by this section shall apply to parking provided during calendar years beginning after December 31, 2008.

SEC. 13. VANPOOL CREDIT.

(a) In General- Subpart D of part IV of subchapter A of chapter 1 of the Internal Revenue Code of 1986 is amended by adding at the end the following new section:

`SEC. 45Q. VANPOOL CREDIT.

`(a) General Rule- For purposes of section 38, the vanpool credit for any taxable year is an amount equal to 10 percent of the qualified vanpool expenditures of the taxpayer for the taxable year.

`(b) Qualified Vanpool Expenditures- For purposes of this section, the term `qualified vanpool expenditures' means the aggregate amount paid or incurred by the employer during the taxable year to provide transportation described in section 132(f)(1)(A).'

(b) Credit Treated as Part of General Business Credit- Section 38(b) of such Code is amended by striking `plus' at the end of paragraph (32), by striking the period at the end of paragraph (33) and inserting `, plus', and by adding at the end of following new paragraph:

`(34) the vanpool credit determined under section 45Q(a).'

(c) Clerical Amendment- The table of sections for subpart D of part IV of subchapter A of chapter 1 of such Code is amended by adding at the end the following new item:

`Sec. 45Q. Vanpool credit.'

(d) Effective Date- The amendments made by this section shall apply to expenditures made after December 31, 2008.

SEC. 14. PARTICIPATION OF FEDERAL AGENCIES IN LOCAL TRANSPORTATION MANAGEMENT ASSOCIATIONS.

It is the sense of Congress that Federal agencies should participate in local transportation management associations to encourage more efficient use of transportation and parking resources.

SEC. 15. DISCLOSURE OF TRANSIT ACCESSIBILITY AND TRANSPORTATION COSTS OF HOUSING.

(a) Affordability Index- The Secretary of Housing and Urban Development shall, to the maximum extent practicable and in a manner consistent with current research--

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

(2) work with States to incorporate transportation into the housing plans for the States; and

(3) consult with those associations that use affordability indexes to incorporate transportation costs into the affordability indexes of the association.

(b) Model Transportation Cost Field for Use by Multiple Listing Service-

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

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

(3) FACTORS- The field developed under this section for a property may take into consideration the following factors:

(A) Bus, transit, and other public transportation options within 1/2 and 1 mile of the property.

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

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

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

(4) TECHNOLOGY TRANSFER- Upon development of the field under this section, the Secretary shall make the field available to Multiple Listing Service entities and metropolitan planning organizations to incorporate the field into their Multiple Listing Service programs.

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

(A) 70 percent shall be available for development of the model transportation cost field; and

(B) 30 percent shall be available for outreach to Multiple Listing Service program to promote the use of the new transportation cost field.

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

(a) Purposes-

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

(A) in paragraph (4), by striking 'and' at the end;

(B) in paragraph (5), by striking the period at the end and inserting '; and'; and

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

'(6) promote and facilitate the use of location-efficient mortgages.'

(2) FREDDIE MAC- Subsection (b) of section 301 of the Federal Home Loan Mortgage Corporation Act (12 U.S.C. 1451 note) is amended--

(A) in paragraph (3), by striking 'and' at the end;

(B) in paragraph (5), by striking the period at the end and inserting '; and'; and

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

'(5) to promote and facilitate the use of location-efficient mortgages.'

(b) Goals for Mortgage Purchases- The Housing and Community Development Act of 1992 is amended by inserting after section 1334 (12 U.S.C. 4564) the following new section:

'SEC. 1334A. LOCATION-EFFICIENT MORTGAGES GOALS.

'(a) In General- The Director shall establish annual goals for the purchase by each enterprise of mortgages, for single-family, owner-occupied housing, of location-efficient mortgages.

'(b) Targets- The annual goals under this section for each enterprise for purchase of location-efficient mortgages shall be as follows:

'(1) During the years 2009 through 2013, 5 percent of the mortgages for single-family, owner-occupied homes that are purchased during each such year by the enterprise.

'(2) During the years 2014 through 2018, 10 percent of such mortgages that are purchased during each such year by the enterprise.

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

'(c) Plan and Reports- The Director shall require each enterprise--

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

'(2) submit a report to the Congress annually that describes the extent of mortgage purchases described in subsection (b) and of compliance with the goal established pursuant to such subsection.

'(d) Reports- Not later than December 31 of each year from 2012 through 2018, the Secretary of Housing and Urban Development shall submit to the Congress a report that--

'(1) identifies the potential markets for location-efficient mortgages for single-family housing and any existing barriers to wider use of such products; and

'(2) identifies any correlations between defaults on mortgages for single-family or multifamily housing and the extent of the location efficiency of such housing.

'(e) Definition- For purposes of this section, the term 'location efficient mortgage' means a mortgage loan under which the income of the borrower, for purposes of qualification for such loan, is considered to be increased by not less than \$1 for each \$1 of savings projected to be realized by the borrower because the location of the home for which loan is made results in decreased transportation costs for the household of the borrower.'

(c) Reports, Enforcement, and Conforming Amendments- Title XIII of the Housing and Community Development Act of 1992 is amended--

(1) in subsection (b) of section 1324 (12 U.S.C. 4542(b))--

(A) in paragraph (4), by striking `and 1334' and inserting `1334, and 1334A';

(B) by redesignating paragraphs (4) through (7) as paragraphs (5) through (8), respectively; and

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

`(4) aggregate and analyze appropriate data to assess the compliance of each enterprise with the location-efficient mortgages goal;';

(2) in subsection (a) of section 1331 (12 U.S.C. 4561(a))--

(A) by striking `and' before `a central cities'; and

(B) by inserting before the period at the end of the first sentence the following: `, and location-efficient mortgages goals pursuant to section 1334A';

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

(A) in the matter in subsection (a) that precedes paragraph (1)--

(i) by striking `and' before `the central cities'; and

(ii) by inserting after `section 1334,' the following: `, and the location-efficient mortgages goals pursuant to section 1334A';

(B) in subsection (b), by striking `and 1334' and inserting `, 1334, and 1334A'; and

(4) in section 1336 (12 U.S.C. 4566)--

(A) in paragraph (1) of subsection (a), by striking `and 1334' and inserting `, 1334, and 1334A'; and

(B) by striking `or 1334' each place such term appears and inserting `, 1334, or 1334A'.

SEC. 17. LOCATION-EFFICIENT MORTGAGES EDUCATION AND OUTREACH CAMPAIGN.

The Secretary of Housing and Urban Development shall carry out a public awareness, education, and outreach campaign to inform and educate residential lenders and prospective mortgagors regarding the availability, benefits, advantages, and terms of location-efficient mortgages, including location-efficient mortgages that meet the requirements of section 1334A of the Housing and Community Development Act of 1992, and other mortgages having location-efficiency features and to publicize such availability, benefits, advantages, and terms. Such actions may include entering into a contract with an appropriate entity to publicize and market such mortgages through appropriate media.

SEC. 18. GRANTS FOR PURCHASE OR CREATION OF AFFORDABLE HOUSING NEAR TRANSIT.

(a) Grant Authority- The Secretary of Housing and Urban Development shall, to the extent amounts are available for grants under this section, make grants to States for financial assistance in constructing or acquiring housing that is affordable and location-efficient.

(b) Requirements for Housing- For purposes of this section:

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

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

(c) Applications- To be eligible to receive a grant under this section, a State, through an appropriate State agency, shall submit to the Secretary an application at such time, in such manner, and containing such information as the Secretary may require.

(d) Criteria for Approval- The Secretary may approve an application of a State for a grant under this section only if the Secretary determines that the State will use the funds from the grant to carry out a program that--

(1) provides financial assistance for the construction or preservation of housing that meets the requirements of subsection (b); and

(2) includes such compliance and audit requirements as the Secretary determines are necessary to ensure that the program is operated in a sound and effective manner.

(e) Limitation on Aggregate Grant Amount- The aggregate amount of grants made under this section to any single State may not exceed \$2,500,000

(f) Administrative Expenses- Of any amounts made available for grants under this section for a fiscal year, the Secretary may use

not more than 15 percent for administrative expenses of the Department of Housing and Urban Development in carrying out this section.

(g) Reports-

(1) TO SECRETARY- Each State that receives a grant under this section shall submit a report to the Secretary, for each year during which amounts from such grant are expended for activities described in subsection (a), describing the State's program for constructing or preserving location-efficient affordable housing for which the grant was made and the progress of the program.

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

(h) Authorization of Appropriations- There is authorized to be appropriated to the Fund for each of fiscal years 2009 through 2011 such sums as may be necessary for grants under this section.

SEC. 19. ACCESSIBLE AND EFFICIENT SCHOOLS.

(a) Inclusion of High Schools in Safe Routes to School Program- Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (23 U.S.C. 402 note; 119 Stat. 1228) is amended--

(1) by striking `primary and middle schools' in subsection (a), subsection (c)(1)(A), and subsection (c)(1)(B) and inserting `primary, middle, and high schools'; and

(2) in subsection (k)--

(A) in the subsection heading by striking `PRIMARY AND MIDDLE SCHOOLS' and inserting `PRIMARY, MIDDLE, AND HIGH SCHOOLS';

(B) by striking `primary and middle schools' and inserting `primary, middle, and high schools'; and

(C) by striking `eighth grade' and inserting `twelfth grade'.

(b) Expansion of Safe Routes to School Program- There is authorized to be appropriated to carry out the safe routes to school program authorized by section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (23 U.S.C. 402 note; 119 Stat. 1228)--

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

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

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

END

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DATE: August 28, 2008
TO: STA Board
FROM: Charles Lamoree, STA Legal Counsel
RE: Update to STA's Joint Powers Agreement

Background/Discussion:

The key document for any Joint Powers Authority is the Joint Powers Agreement or JPA. That's the document listing the purposes, functions and powers of the agency.

STA's existing JPA focuses primarily on transportation planning, producing studies and commuter/transit functions. STA's JPA was written in 1995 and has been only amended once—in 1997—to add language that made some changes in the transit functions.

However, since the STA was created eleven years ago the role of the agency has changed significantly. For example:

- Funding sources that STA manages have increased from less than 5 when the Agency was created to about 25 at the present time;
- The planning function has expanded and STA plays a proactive role in assisting local agencies in integrating transportation issues into their local land use planning;
- STA also provides leadership in putting together the necessary inter-agency agreements to develop key transportation facilities which involve multiple agencies. These include the Jepson Parkway, the North Connector Project and the newly approved agreement between STA, Caltrans and the Napa transportation agency for the widening of SR 12 through Jameson Canyon;
- Perhaps most different is the significant increased role STA is actually undertaking in the design and construction of transportation projects; and
- Finally, the commuter support functions of the Solano Napa Commuter Information program (SNCI) and assisting with intercity transit and paratransit programs reflect the increasing effort to expand alternative modes of transportation.

Discussion:

Even though the existing JPA doesn't accurately reflect the expanded role, STA has been moving forward without much problem but now STA is moving into the design and construction of transportation facilities and there is virtually nothing in the JPA that specifically addresses those activities. Because of this, STA Legal Counsel and Management Staff see this as an appropriate time for the members to consider updating the JPA by:

1. Reorganizing the document to make it more accessible and easy to understand; and
2. Either clarifying existing powers or adding new authority where appropriate, in order to more accurately reflect STA's real-world functions.

For example; the existing JPA does not address whether STA can acquire or hold title to property—which is a typical power customarily included in most JPA’s. STA staff and legal counsel are concerned that important projects may be delayed, or made much more cumbersome, if STA can’t hold title to land even if only for short, interim periods of time.

What STA’s JPA Looks Like

Attached as Exhibit “A” is a complete copy of STA’s existing JPA. It is a little confusing because the 1997 amendments weren’t integrated into the original JPA to make a single document. However, to focus on the powers of STA I’ve pulled them out and they are set forth immediately below. These are the JPA sections which set out STA’s existing authority. They are not in a single section but, rather, spread among many different sections of the JPA.

Section III Transit Operator

Solano Transportation Authority is hereby designated a provider of transit and paratransit....

Section IV Duties

The Transportation Authority shall be charged with the following duties:

- A. Refine and update the Solano County Transportation Plan.
- B. Review and coordinate transportation planning throughout the county.
- C. Coordinate implementation of transportation improvements identified in the latest update of the Solano County Transportation Plan.
- D. Prepare an annual planning budget and a work program. Submit claims to cover applicable planning costs to the Metropolitan Transportation Commission (MTC).
- E. Operate or contract for the operation of transit and paratransit services as determined by the Transportation Authority.
- F. Perform all other transportation related functions deemed important by the Transportation Authority.

Section V Financing

The Transportation Authority shall approve budgets which determine financing for transportation planning and Transportation Authority operated or assisted services or structures for transit, roads, streets, highways, freeways, paratransit, bikeways and related facilities.

Section VI Jurisdiction

The authority of the Transportation Authority shall be limited to transportation and transportation related issues. The Transportation Authority shall be the congestion management agency for Solano County under Chapter 2.6, Sections 65088 to 65089.4 of the California Government Code....

Within said limitations Solano Transportation Authority shall be vested with the authority to:

- A. Develop, adopt and implement county transportation plans.
- B. Submit applications and funding claims for transportation related purposes to local government, MTC, the State of California, the Federal Government and other entities supporting transportation.
- C. Execute transportation related agreements.
- D. Enter into contracts.

- E. Adopt policies and programs for all modes of transportation including but not limited to, the following: Transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.
- F. Review and comment on all matters related to transportation.
- G. Submit annual work programs and budgets.
- H. Coordinate all modes of transportation within the county and with agencies outside Solano County.
- I. Operate or cause to have operated transit and paratransit and submit IDA claims.
- J. Bond for project planning, design and construction.

Finally, the JPA includes a section on allocation of liability among the member agencies which is pretty cumbersome and focuses on transit and planning functions and not on project approval and development. During 2007 STA had several liability claims filed against it arising from fatal accidents on SR 12. Although STA has been dismissed from those cases, it has resulted in STA joining the CSAC insurance “pool” to provide significantly expanded coverage to protect STA (and the members) of financial losses.

JPA Powers of Other Bay Area Transportation Agencies

In the process of reviewing STA’s JPA, copies of Joint Powers Agreements from several other transportation agencies in the Bay Area have been obtained. These agencies are involved in undertaking transportation projects and often their JPA contains more comprehensive or accurate language which would better describe some of STA’s existing functions. The comparison that Legal Counsel used are:

1. Transportation Authority of Marin
2. Alameda County Congestion Management Agency
3. SR-4 Bypass Authority (this is a joint powers agency with a single project—the widening and extension of Highway 4 in Eastern Contra Costa County from Pittsburg to Brentwood.)
4. Contra Costa Transportation Authority
5. Capitol Corridor Joint Powers Authority (i.e., the rail service from the Bay Area to Sacramento)

In reviewing these JPA documents, Legal Counsel found they more accurately reflect STA’s project-related activities than does STA’s current JPA.

Discussion a Key Issue: Eminent Domain

Some Joint Powers Agencies have the power to acquire property by condemnation and others do not have that power. It is purely a matter of the circumstances facing the agency and the philosophy of the policy makers. At present, STA does not have the power of eminent domain because, STA was not originally established to be in the business of physically creating transportation projects. Because STA functions have changed to actual design and construction, it is recommended by staff, Legal Counsel, and the Board’s Executive Committee that the “traditional” power of condemnation be included in the revisions to STA’s JPA.

What is meant by the term “traditional?”

In years past, condemnation was a fairly straight forward matter. Land was acquired for things like roads, sewer lines and schools. However, beginning about three decades ago, the power of eminent domain began to be used for economic development purposes such that a person’s property might be taken by the local agency in order to then sell the accumulated lands to a developer for, say, a shopping center. That got citizens concerned about the changing nature of eminent domain and several lawsuits challenged government’s ability to use condemnation for economic development. That use of eminent domain for economic development was **upheld** by the United States Supreme Court in the case of Kelo v. New London 545 U.S. 469 (2005). The case has generated a lot of controversy and led, in some states, to legislative limits on such uses of eminent domain by, in effect, returning to traditional eminent domain actions related to public works.

In California, this led to two measures on the June ballot one of which passed and, in effect, eliminated the use of eminent domain for economic development and preserved eminent domain for traditional public works. STA has never been in the business of economic development and the sorts of transportation related projects that STA will undertake are those commonly associated with the original intent of condemnation: roads, bridges, culverts, etc. Thus, I have drafted amendments to the JPA that allow for the exercise of eminent domain for those public works.

One question the Board may have is whether STA should have the authority to acquire property when the member agencies have that power and lands needed to multi-jurisdictional projects could be acquired on a jurisdiction by jurisdiction basis. While possible, that approach seems cumbersome at best given that virtually all STA construction projects will be multi-jurisdictional. For example, the Jepson Parkway project involves 5 different public agencies (County, Vacaville, Fairfield, Suisun City and STA). The North Connector Project has three (County, Fairfield and STA). The SR 12 Jameson Canyon widening has three (STA, Caltrans and Napa County). In fact, each STA project involves multiple agencies. Thus, it would appear far more efficient for there to be a single source for acquisitions rather than having multiple actions going on by several different member agencies at the same time.

Finally, the legal procedures required to be followed during the exercise of eminent domain are complex under both state and federal law and include substantial procedural due process requirements, complicated relocation obligations, the necessity for public agencies to hire an independent right of way agent and having the state or federal (or both) funding source monitor the processes to insure that state and federal regulations are followed. Those rules and regulations would be uniformly the same for STA as they are for every member agency. On this last point, Contra Costa County’s Public Works Department has developed particular expertise in the oversight of condemnation matters and the acquisition of rights of way and they have been used extensively by public agencies in the north and east Bay Area, including utilization by members of STA. The STA has engaged Contra Costa County for land acquisitions for the North Connector.

In summary, included with this staff report is the exercise of eminent domain in the section on the type of construction projects that STA would be undertaking.

A Suggested Approach to Updating Our JPA

In general, it is recommended the STA's JPA be revised into a single document addressing the purposes and powers of STA. As for the purposes and powers of STA, draft language has been prepared for five sub-sections to reflect STA's functions. These are noted in Attachment B.

1. First, would be general powers such as the ability to enter into contracts or hire consultants.

That would be followed by individual sections on STA's four principal functions:

2. Transportation Funding
3. Transportation Planning
4. Design and Construction of Projects
5. Transit and Commuter Services

Some Final Comments About Process

Amendments to STA's JPA require the approval of the STA and the approval of all eight member agencies.

It is recommended that the Executive Director needs to bring this issue to the attention of the seven City Managers and the County Administrator, all City Attorneys and the County Counsel and to the Technical Advisory Committee. In this way we can get staff input integrated into any final proposed language. Then the revised draft would be brought to the STA Board and, after review and incorporation of any Board changes, then to the cities and County for approval.

Recommendation:

Authorize the Executive Director to forward the draft update of the STA's Joint Powers Agreement to the eight member agencies as specified in Attachment B.

Attachments:

- A. Current STA JPA
- B. Proposed Update to STA's JPA

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**JOINT POWERS AGREEMENT ON THE ORGANIZATION AND FUNCTIONS
OF THE SOLANO TRANSPORTATION AUTHORITY**

WHEREAS, since 1975 the Cities of Solano County and Solano County jointly have engaged in coordinated, continuous and comprehensive transportation planning; and

WHEREAS, on June 1, 1983, a revised Joint Powers Agreement on the Organization and Functions of Solano County Transportation Council, executed by the cities of Solano County and Solano County, established the permanent formation of a Solano County Transportation Council; and

WHEREAS, the June 1, 1983 agreement was modified by a subsequent agreement on August 21, 1990 renaming the Solano County Transportation Council the Solano Transportation Authority and altering certain duties; and

WHEREAS, on September 13, 1995, a revision was made to the JPA providing for a full time Executive Director and supporting staff; and

WHEREAS, said agreement is now in need of revision to officially recognize the Solano Intercity Transit Consortium, and the parties hereto desire to enter into a new and superseding agreement;

NOW THEREFORE, the County of Solano, the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville and the City of Vallejo do agree to rescind any and all previous Joint Powers Agreements and enter into a new superseding agreement to recognize the Solano Intercity Transit Consortium as an advisory body to the STA (Collectively the above named parties shall be referred to herein as "parties", and individually each party shall be referred to as "party") and do hereby further agree as follows:

September 1997 Solano JPA - Page 1 of 11

I. NAME

The official name of the agency shall be: Solano Transportation Authority.

II. ORGANIZATION

The Solano Transportation Authority shall consist of a body of voting members, which in this agreement will be referred to as Transportation Authority, advisory bodies, and staff as follows:

A. Transportation Authority

The Transportation Authority shall be composed of the mayors of the seven cities, or a city council member appointed by the mayor or the city council, and one member of the Board of Supervisors appointed by the Board of Supervisors. The members of the Transportation Authority shall select a chairperson and a vice chairperson for the Transportation Authority, each of whom shall serve one year terms.

B. Technical Advisory Committee (TAC)

The Technical Advisory Committee, an advisory body of the Transportation Authority, shall be made up of a minimum of two representatives, one from the department of the party concerned with transportation and one from the equivalent of a planning department, from each party with one vote per party. The representative(s) shall be appointed by the chief administering officer of each of the parties.

C. Paratransit Coordinating Committee (PCC) made up in accordance with the PCC By-Laws as approved by the Transportation Authority. The members of the PCC are selected and appointed by the Transportation Authority. The PCC will act as the social services transportation advisory committee (sstac), as mandated by Section 99238 of the California Government Code, for Solano County as long as the sstac or a similar body is required.

D. Citizens Group. Citizens Group(s) (CGs) may be designated by the Transportation

Authority. The powers, function, composition, permanence and all other attributes of such group(s) are to be determined by the Transportation Authority.

E. Intercity Transit Consortium, is a consensus-building, advisory body to the Solano Transportation Authority, and proposed to consist of staff representatives appointed by each of the participating transit agencies listed below:

Vallejo Transit
Fairfield-Suisun Transit
City Coach (Vacaville)
Benicia Transit
Dixon Transit
Rio Vista Transit
Solano County
Solano Transportation Authority (STA)
Solano Commuter Information (SCI)

Other transit and coordinating agencies are encouraged to attend and provide advisory input to the Consortium.

Each of the participating members shall enter into a memorandum of understanding describing the more detailed purpose, authority, staffing and responsibility of the Consortium

The Consortium is responsible for making recommendations to the STA Board including:

- Long range multi-jurisdictional or intercity transit plans such as contained in the Solano Transportation Plan and Congestion Management Program;
- 5-year transit development plans;
- Prioritizing of transit funds that become available (subject to final recommendations by the

- TAC and approval by the STA Board); and
- Other transit issues that may arise.

The STA Board would maintain a Transit Working Group consisting of three Board members providing on-going dialog and feedback to the Consortium.

F. Alternates

1. Transportation Authority

Alternates to the Transportation Authority may be designated by the parties. A designated alternate must be a current member of the elected governing board of the party.

2. Technical Advisory Committee

Alternates to the members of the Technical Advisory Committee shall be selected from staff members of the parties.

3. Paratransit Coordinating Committee

Alternates shall be selected and appointed by the Transportation Authority.

G. Sub-Committees and Ad Hoc Committees

Standing sub-committees may be appointed by the Transportation Authority. Ad hoc committees may be appointed by the Transportation Authority or any of its advisory committees.

H. Staffing

Staffing shall consist of an Executive Director hired by the Transportation Authority and supporting staff as needed consistent with the annual budgets and work programs of the Solano Transportation Authority. Additional supporting staff may be provided by the parties depending on their need to perform tasks in the work program.

I. Terms of Office

1. A mayor serving on the Transportation Authority may serve for the duration of his/her office as mayor. City council members serving on the Transportation Authority may serve at the pleasure of the incumbent mayors or city councils as long as they hold office as city councilmembers.

2. With respect to the county representative, he/she may hold membership on the Transportation Authority as long as she/he is a member of the Solano County Board of Supervisors or until he/she is replaced by the Board of Supervisors.

3. The members of all committees, sub-committees and ad hoc committees serve at the pleasure of the appointing body.

III. TRANSIT OPERATOR

Solano Transportation Authority is hereby designated a provider of transit and paratransit. In the capacity of a provider, the Transportation Authority may submit TDA and other claims and applications for funds to finance transit and paratransit. The claims and applications may be for funds that are generally allocated to Solano County at large or for funds apportioned to each party separately.

If funds are to be used for a Transportation Authority operated or contracted for system that, as in the case of TDA Article 4 funds, are apportioned to the individual parties, the contribution by parties of such funds may be based on the most recent State Department of Finance population ratios or any alternative method agreed upon by the Transportation Authority members of the parties served by the system.

IV. DUTIES

The Transportation Authority shall be charged with the following duties:

- A. Refine and update the Solano County Transportation Plan.
- B. Review and coordinate transportation planning throughout the county.
- C. Coordinate implementation of transportation improvements identified in the latest update of the Solano County Transportation Plan.
- D. Prepare an annual planning budget and a work program. Submit claims to cover applicable planning costs to the Metropolitan Transportation Commission (MTC).
- E. Operate or contract for the operation of transit and paratransit services as determined by the Transportation Authority.
- F. Perform all other transportation related functions deemed important by the Transportation Authority.

V. FINANCING

The Transportation Authority shall approve budgets which determine financing for transportation planning and Transportation Authority operated or assisted services or structures for transit, roads, streets, highways, freeways, paratransit, bikeways and related facilities. Whenever financing involving funds derived from funds allocated to the individual parties, such as TDA articles 4 and 8, such funding shall be approved annually by the contributing parties. Unless otherwise agreed by parties the total expenditures in the annual planning budget shall be paid for by contributions by parties based on the population ratios of the parties. In determining said population ratios the latest population statistics by the State Department of Finance shall be used. The Transportation Authority will become the claimant to these funds approved by the parties and will determine how the funds will be expended. All funds derived from sources other than the parties shall be expended at the direction of the Transportation Authority.

VI. JURISDICTION

The authority of the Transportation Authority shall be limited to transportation and transportation related issues. The Transportation Authority shall be the congestion management agency for Solano County under Chapter 2.6, Sections 65088 to 65089.4, of the California

Government Code. If Chapter 2.6 of the Government Code contains language not pertaining to a congestion management plan or agency, the Transportation Authority shall design or cause to have designed a plan similar to that requested under Assembly Bill 471 of 1989, as amended by AB 1791 in 1990 and AB 3093 in 1992, for presentation to the parties for concurrence. Once the parties concur on the plan, it is to become part of the jurisdiction and powers of the Transportation Authority. The Transportation Authority shall also have the powers delineated in Division 19 (Section 180,000 et. seq.) of the California Public Utilities Code. Any transit and paratransit services operated within the county by the Transportation Authority shall be complementary and shall not compete with local transit services operated by the parties. Funding derived from funds allocated to the individual parties used for Transportation Authority operated transit services shall be limited to funding solely approved by the using parties. For each individual transportation service system a unanimous vote must be cast by all members contributing funding towards the system.

Within said limitations Solano Transportation Authority shall be vested with the authority to:

- A. Develop, adopt and implement county transportation plans.
- B. Submit applications and funding claims for transportation related purposes to local government, MTC, the State of California, the Federal Government and other entities supporting transportation.
- C. Execute transportation related agreements.
- D. Enter into contracts.
- E. Adopt policies and programs for all modes of transportation including but not limited to, the following:

Transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.
- F. Review and comment on all matters related to transportation.
- G. Submit annual work programs and budgets.
- H. Coordinate all modes of transportation within the county and with agencies outside Solano County.
- I. Operate or cause to have operated transit and paratransit and submit TDA claims.
- J. Bond for project planning, design and construction.

VII. QUORUM

The Transportation Authority may act only when more than 50% of the total membership is present.

VIII. VOTING RIGHTS

The Transportation Authority

Each member of the Transportation Authority shall have one vote.

A. General

The following procedure applies to all matters before the Authority:

A motion is passed when it has received a majority vote. A majority vote shall have been deemed cast when the votes recorded represent a majority of the parties represented and when the parties voting with the majority represent the majority of the population in the county. In determining said population the latest population statistics by the State Department of Finance shall be used.

The Supervisor representing the County shall represent the total population of the unincorporated area of the county.

B. Committees and Sub-Committees

In the various committees, sub-committees and ad hoc committees of the TAC, PCC or Transportation Authority each party shall have one vote. All other committees will have the voting powers and pattern determined by the Transportation Authority. A motion shall be considered passed when a majority of the parties present vote in favor of the proposed motion. The committees must have a quorum (more than 50% attendance) to act.

IX. LIABILITY

Any and all liability arising out of any act or omission by the Solano Transportation Authority, i.e. by the Transportation Authority and any of its committees, sub-committees ad hoc com-

mittees and staff shall be determined in the following manner:

A. General Planning (All Parties)

When a liability is the result of the general planning process, all claims shall be satisfied between and among parties on a prorated basis of the latest State Department of Finance population ratios of those same parties.

B. Activities not Involving Financial Contributions by Participating Parties

When the liability is the result of the activities and/or omissions of participating parties (as defined below) and no financial contribution has been assigned to said participating parties for the activities, all claims shall be pro-rated among the participating parties on the basis of the latest State Department of Finance population ratios of those same parties.

C. Activities Involving Financial Contributions by Participating Parties

When the liability is the result of activities that are the result of the participating parties as defined herein, and financial contributions to defray the cost of said activities have been assigned to each of the participating parties, all claims shall be pro-rated among the participating parties on the basis of the financial contribution of the parties to said activities. This pro-ration would include, but not limited to, the Transportation Authority's transit system(s) which provides services to a fraction of the parties.

D. Participating Parties Defined: One or more of the parties combining, joining or cooperating together to plan, install or operate any aspect of the transportation system.

County Population Defined: The population of the County shall be considered to be the population of the unincorporated area of the County as determined by the latest State Department of Finance data available.

X SUCCESSION

This agreement is to be considered a revision and novation to that joint powers agreement

between the parties dated in 1975 as revised June 1, 1983 and August 21, 1990 and again revised September 13, 1995. It is further agreed that the Transportation Authority created hereunder shall assume any and all liability of the Transportation Council and shall carry out, conclude and assume responsibility on any and all contracts or other obligations of the Council. It is intended that the Transportation Authority shall be the successor in interest to the Transportation Council.

XI. REVISION OR TERMINATION

This agreement may be terminated by a vote of 3/4 of the parties.

This agreement may be revised by a unanimous action of the parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized respective officers.

CITY OF BENICIA

_____ Date _____

CITY OF DIXON

_____ Date _____

CITY OF FAIRFIELD

_____ Date _____

CITY OF RIO VISTA

_____ Date _____

COUNTY OF SOLANO

_____ Date _____

CITY OF SUISUN CITY

_____ Date _____

CITY OF VACAVILLE

_____ Date _____

CITY OF VALLEJO

_____ Date _____

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Exhibit "A"

Intercity Transit Coordination Plan

September, 1997

RESOLUTION NO. 97-21

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
ACCEPTING THE SOLANO INTERCITY TRANSIT COORDINATION PLAN AND AUTHORIZING
A REVISION TO THE STA JOINT POWERS AGREEMENT**

WHEREAS, on October 9, 1996 the Solano Transportation Authority (STA) entered into an agreement with Nelson\Nygaard Consulting Associates to prepare the Solano Intercity Transit Coordination Study (hereafter referred to as the Plan); and

WHEREAS, the STA Board's Transit Committee, Solano transit operators and the consultants have been diligently working on the development of the Plan; and

WHEREAS, the Plan was developed in conjunction with various Transit Steering Committee meetings, approximately five workshops, and individual consultations with member jurisdictions; and

WHEREAS, the 1996/97 planning process has been completed substantially as scoped; and

WHEREAS, the final Plan dated September 1997 has been circulated to the Board, Solano transit operators and other interested parties; and

WHEREAS, the Plan proposes to encourage development of intercity transit coordination through the creation of the Solano Intercity Transit Consortium (also referred to as Consortium); and

WHEREAS, the Consortium shall be comprised of representatives from each of the STA member jurisdictions, participating in their capacity as their separate jurisdiction's transit services provider.

THEREFORE BE IT RESOLVED that the Solano Transportation Authority (STA) accepts the recommendations of the final Solano Intercity Transit Coordination Plan, dated September 1997 attached hereto as Exhibit "A".

NOW THEREFORE BE IT FURTHER RESOLVED that the STA is initiating a proposed revision of the STA's Joint Powers Agreement attached as Exhibit "B" and requests each member to sign and return the amended JPA recognizing the proposed Consortium as an STA advisory body.

NOW THEREFORE BE IT FURTHER RESOLVED that each participating member of the Consortium also sign and return a Memorandum of Understanding attached as Exhibit "C" that further describes the role, authority, responsibilities and funding for the Consortium.


Steve Lessler, Chairman
Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a special meeting thereof held this 17th day of September, 1997.


Martin Tuttle, Executive Director
Solano Transportation Authority

Exhibit "B"

Proposed Revision to the Solano Transportation Authority Joint Powers Agreement

The following revision is proposed to the existing STA joint powers agreement:

II. E. Intercity Transit Consortium, is a consensus-building, advisory body to the Solano Transportation Authority, and proposed to consist of staff representatives appointed by each of the participating transit agencies listed below:

Vallejo Transit
Fairfield-Suisun Transit
City Coach (Vacaville)
Benicia Transit
Dixon Transit
Rio Vista Transit
Solano County
Solano Transportation Authority (STA)
Solano Commuter Information (SCI)

Other transit and coordinating agencies are encouraged to attend and provide advisory input to the Consortium.

Each of the participating members shall enter into a memorandum of understanding describing the more detailed purpose, authority, staffing and responsibility of the Consortium

The Consortium is responsible for making recommendations to the STA Board including:

- Long range multi-jurisdictional or intercity transit plans such as contained in the Solano Transportation Plan and Congestion Management Program;
- 5-year transit development plans;
- Prioritizing of transit funds that become available (subject to final recommendations by the TAC and approval by the STA Board); and
- Other transit issues that may arise.

The STA Board would maintain a Transit Working Group consisting of three Board members providing on-going dialog and feedback to the Consortium.

[Renumber the rest of Section II]

Exhibit "C"

**MEMORANDUM OF UNDERSTANDING AMONG THE SOLANO
TRANSPORTATION AUTHORITY TO DEVELOP AN INTERCITY
TRANSIT CONSORTIUM FOR THE PURPOSE OF COORDINATING
INTERCITY TRANSIT WITHIN AND CONNECTING TO SOLANO
COUNTY, CALIFORNIA**

This agreement is entered into this _____ day of _____, 199_, by the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, all in Solano County, and Solano County.

1. PURPOSE OF THE CONSORTIUM

The Solano Intercity Transit Consortium shall have the responsibility of coordinating, improving and expanding intercity transit services within, and connecting to and from, Solano, acting in their capacity as transit providers in their jurisdictions and STA.

2. AUTHORITY

The primary job of the consortium is to coordinate and advance intercity transit services in Solano. As such, it is a formalization of what the transit operators have been doing on an ad hoc basis or through the Transit Technical Advisory Committee (TTAC). The consortium will give the coordination effort more structure and additional resources to coordinate, improve and expand intercity transit services.

The consortium will prepare an annual work program, outlining the tasks they would undertake over the following year. The intent would be to outline an achievable set of specific tasks each year, while not overburdening the consortium with "regular" review or planning activities.

The consortium shall have authority over non-financial administrative decisions. Each agency represented shall retain control over their own budgets and services. Any change in the individual budgets or services resulting from a recommendation of the consortium shall, as they are now, be required to be approved by the transit agency(s) governing board(s) (i.e.: City Council, Board of Supervisors or JPA). The consortium would, based on their coordination plans, make advisory recommendations to the TAC regarding funding to support the operation of intercity transit services, intercity unmet transit needs findings, and/or capital grant allocations.

The consortium shall make reports to the Solano Transportation Authority Board or its Transit Working Group upon request, or as the consortium deems necessary.

INTERCITY TRANSIT CONSORTIUM MOU

Page 2

3. PARTICIPATION

Solano agencies represented in the consortium would include:

- Vallejo Transit
- Fairfield-Suisun Transit
- City Coach (Vacaville)
- Benicia Transit
- Dixon Transit
- Rio Vista Transit
- Solano County
- Solano Transportation Authority (STA)
- Solano Commuter Information Service (SCI)

The consortium shall be comprised of a staff member from each agency. Advisory participation by Metropolitan Transportation Commission (MTC), Sacramento Area Council Of Governments (SACOG), YoloBus, Napa Transit, Bay Area Rapid Transit (BART), Amtrak, Bay Area Air Quality Management District, Yolo-Solano Air Quality Management District and other coordinating agencies (hereinafter known as "participating agencies") would be encouraged.

While the consortium is intended to function on a consensus basis the agencies shown above would be required to participate in the consensus decisions, while the remaining agencies would function in an advisory capacity to the consortium.

4. STAFFING

STA staff shall assume responsibility for all basic administrative tasks associated with the consortium including agenda preparation and mailing, public noticing as required by law, preparation of the meeting notes, and the preparation of any reports or memos to the STA Board. STA staff may achieve these tasks either by doing them themselves or through contract staff or consultants.

Each year the consortium shall have a very specific work plan of tasks to achieve. Based on these tasks special expertise will be needed to assist the consortium. Therefore, periodically upon approval of the STA Board, the consortium may be staffed by consultants or contract staff hired, on a task basis, for their expertise in the areas needed by the consortium. There may be a primary consultant or contract staff person that facilitates the meetings, works with the specialist consultants to ensure that the consortium members get pre-meeting materials in a timely manner, facilitates decision-making at the meetings and monitors progress on the work program. All consultant/contract staff shall be under contract to the STA.

5. RESPONSIBILITIES

Each fiscal year the consortium will develop a work plan for the subsequent year that assists in their goal to further the coordination of intercity transit services in Solano. There should be an adequate amount of work to be challenging and interesting, but also be achievable within a one year time frame. Such plan should be submitted to the Executive Director within 60 days prior to the start of the fiscal year.

INTERCITY TRANSIT CONSORTIUM MOU

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INTERCITY TRANSIT CONSORTIUM MOU

Page 3

Once the workplan is agreed to by the consortium members, STA will prepare a budget and consultant needs analysis for acceptance by the consortium. Funding to support the work in the annual workplan will be provided in accordance with Section 6 of this agreement.

It is the responsibility of the transit operators to fully participate in the consortium by attending meetings, reviewing materials prior to the meeting, and providing information specific to their intercity transit operations, budgets and management as may be required from time to time.

6. FUNDING

Staff/consulting support to the consortium will be funded through State Transit Assistance Funds (STAF). For the first year the efforts of the consortium will be funded from the North County STAF Pool. In the second year Vallejo will contribute its share based on the formula below.

The long term funding source will be STAF. The allocation will be based on population percentage in the County. Using the same population and percentage figures in the STA JPA agreement the distribution would be as follows:

Jurisdiction	Percent of Total
North County Cities and Unincorporated Area	68.95%
Vallejo	31.05%
TOTAL	100%

The funding amount needed will vary from year to year based on the accepted work program of the consortium and final funding approval by the STA Board.

7. TERM OF THE AGREEMENT

The term of the agreement shall be from the date specified above, continuing in perpetuity thereafter based on the continued agreement by all parties except as set forth below. Any party may withdraw from the agreement, with 60 day notice, prior to the adoption of the work program and budget for the subsequent fiscal year by the Solano Transportation Authority Board.

This Agreement may be terminated upon a majority vote of the STA Board or upon dissolution of the STA or its successors.

8. MODIFYING THE AGREEMENT

This agreements may be modified from time to time with the consent of all of the parties.

INTERCITY TRANSIT CONSORTIUM MOU

Page 4

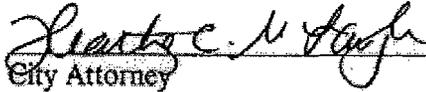
This Agreement shall be considered complete and binding when all of the parties have signed the agreement.

City of Benicia



City Manager or Mayor

Approved as to form:



City Attorney

City of Dixon

Approved as to form:

City Manager or Mayor

City Attorney

City of Fairfield

Approved as to form:

City Manager or Mayor

City Attorney

City of Rio Vista

Approved as to form:

City Manager or Mayor

City Attorney

City of Suisun City

Approved as to form:

City Manager or Mayor

City Attorney

City of Vacaville

Approved as to form:

City Manager or Mayor

City Attorney

City of Vallejo

Approved as to form:

City Manager or Mayor

City Attorney

Solano County

Approved as to form:

County Administrative Officer
or
Chair, Board of Supervisors

County Counsel

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City Attorney

City of Fairfield

Approved as to form:

Chuck Hammond

City Manager or Mayor

City Attorney

City of Rio Vista

Approved as to form:

City Manager or Mayor

City Attorney

City of Suisun City

Approved as to form:

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City Attorney

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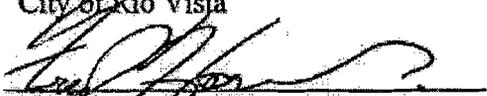
Approved as to form:

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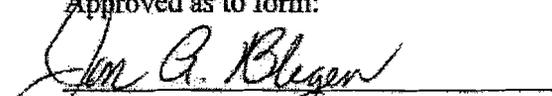
City Attorney

City of Rio Vista

Approved as to form:



City Manager or Mayor



City Attorney

City of Suisun City

Approved as to form:

City Manager or Mayor

City Attorney

City of Vacaville

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City Manager or Mayor

City Attorney

City of Suisun City

Approved as to form:

Camran Nojomi

City Manager or Mayor

[Signature]

City Attorney

City of Vacaville

Approved as to form:

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City Attorney

City of Vallejo

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City Attorney

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County Counsel

CITY OF BENICIA

_____ Date _____

CITY OF DIXON

_____ Date _____

CITY OF FAIRFIELD

_____ Date _____

CITY OF RIO VISTA

_____ Date _____

COUNTY OF SOLANO

_____ Date _____

CITY OF SUISUN CITY

_____ Date _____

CITY OF VACAVILLE

D. A. Fleming _____ Date 12-19-97

CITY OF VALLEJO

_____ Date _____

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City Manager or Mayor

City Attorney

City of Suisun City

Approved as to form:

City Manager or Mayor

City Attorney

City of Vacaville

Approved as to form:

* _____
City Manager or Mayor

* _____
City Attorney

City of Vallejo

Approved as to form:

* Penny Barclay
City Manager or Mayor

John M. Brown
City Attorney

Solano County

Approved as to form:

County Administrative Officer
or
Chair, Board of Supervisors

County Counsel

CITY OF BENICIA

_____ Date _____

CITY OF DIXON

_____ Date _____

CITY OF FAIRFIELD

_____ Date _____

CITY OF RIO VISTA

_____ Date _____

COUNTY OF SOLANO

Andrew G. Johnson _____ Date November 4, 1997

CITY OF SUISUN CITY

_____ Date _____

CITY OF VACAVILLE

_____ Date _____

CITY OF VALLEJO

_____ Date _____

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Here is a suggested revision of STA's powers:

Section "X" Purposes, Functions and Powers of the Agency

The authority of the Solano Transportation Authority ("STA") shall be limited to transportation and transportation related issues. The Authority shall be the congestion management agency for Solano County under Chapter 2.6, Sections 65088 to 65089.4 of the California Government Code. If Chapter 2.6 of the Government Code contains language not pertaining to a county congestion management plan, the STA shall act as such agency and shall design or cause to have designed a plan similar to the requested under Assembly Bill 471 of 1989, as amended by AB 1791 in 1990 and AB 3093 in 1992, for presentation to the member agencies for concurrence. Once the parties concur on the plan, it is to become part of the jurisdiction and powers of the Transportation Authority.

The Transportation Authority shall also have the powers delineated in Division 19 (Section 180,000 et.seq.) of the California Public Utilities Code which establishes the processes relating to adoption of local transportation sales taxes.

The Authority shall have all powers necessary or reasonably convenient to carry out the purposes set forth herein as the congestion management agency and transportation authority for Solano County, including but not limited to the following:

A. General Powers

1. To exercise in the manner provided by this Agreement the powers common to each of the Agencies and necessary to the accomplishment of the purposes of this Agreement. Powers common to each of the Agencies shall include any powers granted to all Agencies by legislative amendment subsequent to the date of this Agreement;
2. Perform all transportation related functions deemed necessary and important by the Board of the Transportation Authority.
3. To make and enter into contracts and join and execute multi-jurisdictional transportation related agreements.
4. To employ agents and employees and to contract for the services deemed necessary to meet the purposes of the Authority including the retention of legal counsel and legislative advocates;
5. To acquire, including by lease or purchase, office space and other necessary quarters and to hold and dispose of personal property necessary to carry out the purposes of this Agreement;
6. To sue and be sued in its own name;
7. To incur debts, liabilities and obligations; however, the debts, liabilities and obligations of the Authority shall not constitute any debt, liability or obligation of any of the member Agencies unless specifically agreed to in writing;
8. Submit annual work programs and budgets for each of STA's functions. Undertake an annual audit in accordance with applicable State and Federal regulations for the audit of governmental agencies.

B. Transportation Funding

1. To apply for and accept grants, both on behalf of the Agency as well as for any member agency of the STA, for financial aid and project development funding pursuant to any applicable local, regional, state or federal statutes, programs and regulations;
2. To raise funds through the issuance of bonds of the Authority pursuant to Article 4, Chapter 5, Division 7, Title 1, Sections 6584 et seq. of the California Government Code.
3. To submit applications and funding claims for transportation related purposes, both on behalf of the Agency as well as for any member agency of the STA, to local government, MTC, other regional agencies, the State of California, the Federal Government and other entities supporting and financing transportation studies, programs and projects.
4. The STA shall approve budgets which determine financing for the planning and development of transportation programs, projects, operations and assisted services for transportation facilities including, but not limited to, transit, ferries and other water-based modes, roads, streets, highways, freeways, paratransit, rail service, bikeways, pathways and commuter facilities.

C. Transportation Planning

1. Develop, adopt and implement the Solano County Comprehensive Transportation Plan and such other plans and studies to support transportation planning in the region.
2. Adopt policies and programs for all modes of transportation including but not limited to, the following: transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.
3. Assist local agencies in evaluating the transportation impacts and needs related to land use projects, plans and development.
4. Review and comment on matters related to transportation and transportation planning.

D. Development, Design, Construction and Delivery of Transportation Projects

1. STA is authorized to develop, design, construct, deliver, manage and maintain transportation projects as determined by the STA Board. To be responsible for the engineering and design of transportation projects, including contracting with qualified consultants, for preparation of construction plans and specifications, surveying, and any other necessary design engineering. To manage construction of projects in accordance with plans and specifications approved by the STA Board and where applicable, in accordance with Caltrans standard plans and specifications. To accept the Project on behalf of the Participants upon completion of construction work.
2. To acquire, hold and dispose of real property necessary to develop, design, construct, deliver, manage and maintain transportation projects. Acquisition by STA includes lease, purchase, grant, grant in lieu of development impacts, or through the exercise of eminent domain in accordance with State and Federal laws and regulations.
3. Hold public hearings and provide a public forum for discussion of the environmental document and other issues related to the transportation projects, act as a lead or responsible agency under CEQA and to certify environmental documents
4. Negotiate and enter into agreements for financing the design, construction, and acceptance of projects approved by the STA Board.
5. Serve as Project Sponsor for right of way acquisition, design and construction of projects and to enter into cooperative and other agreements with local, regional, state, and federal agencies.

6. Act as liaison with agencies responsible for issuing permits or approvals for transportation projects.

E. Alternative Modes of Transportation and Transit and Commuter Activities

Solano Transportation Authority is hereby designated a provider of transit and paratransit. In the capacity of a provider, the Transportation Authority may submit TDA and other claims and applications for funds to finance transit and paratransit. The claims and applications may be for funds that are generally allocated to Solano County at large or for funds apportioned to each party separately. If funds are to be used for a Transportation Authority operated or contracted for system that, as in the case of TDA Article 4 funds, are apportioned to the individual parties, the contribution by parties of such funds may be based on the most recent State Department of Finance population ratios or any alternative method agreed upon by the Transportation Authority members of the parties served by the system.

Any transit and paratransit services operated within the county by the Transportation Authority shall be complementary and shall not compete with local transit services operated by the parties unless pursuant to an agreement among the parties.

1. Funding derived from funds allocated to the individual parties used for Transportation Authority operated transit services shall be limited to funding solely approved by the using parties. For individual transportation service systems a unanimous vote must be cast by all members contributing funding towards the system.
2. With respect to Transit activities, the transportation Authority shall be charged with the following duties:
3. Coordinate all alternative modes of transportation within the county and with agencies outside Solano County.
4. Operate or cause to have operated transit and paratransit and submit ADA claims.
5. Refine and update the Solano County Transportation Plan relative transit and paratransit.
6. Review and coordinate transit planning throughout the county and outside the county.
7. Coordinate implementation of transit improvements identified in the latest update of the Solano County Comprehensive Transportation Plan.
8. Prepare an annual planning budget and a work program for transit, paratransit, commuter and alternative mode activities and programs.
9. Submit claims to cover applicable planning and operations costs to the Metropolitan Transportation Commission (MTC) and any other applicable local, state or federal agency.
10. Operate or contract for the operation of transit and paratransit services as determined appropriate by the STA Board.
11. Adopt policies and programs for all modes of transportation including but not limited to, the following: Transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.
12. Operate or cause to have operated transit and paratransit and submit IDA claims.

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DATE: August 29, 2008
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2008-09 and FY 2009-10 Approved Budgets Summation

Background:

In July 2008, the STA Board approved and adopted the two-year budget for FY 2008-09 and FY 2009-10. These budgets are in compliance with the STA adopted policy requiring a two-year annual fiscal year budget to provide STA with the basis for an appropriate budgetary control of its financial operations for the fiscal year and for multi-year funded projects.

Discussion:

The FY 2008-09 and FY 2009-10 budgets that was presented to the Board for adoption and approval supported by various detailed budget matrixes that list fund source and program expenditures. However, additional information was requested by the Board to provide clarification and understanding of how the project and program outcome can be measured and the relationship to the budget, as well as to the goals and objectives of STA's Mission.

The FY 2008-09 and FY 2009-10 budgets are developed to support the project and program activities as described in the STA's Overall Work Plan (OWP) for FY 2008-09 and FY 2009-10. This OWP was approved by the Board in June.

The OWP contains a total of 13 projects with the STA serving either in the role of lead agency, co-lead agency or monitoring agency; 9 specific planning efforts or studies; administration or monitoring of 15 transportation programs and services in partnership with our member agencies; and also provide funding for 4 programs/projects/services that are being delivered by other agencies. Provided below are these projects and programs from the OWP.

Projects:

1. I-80/I-680/State Route (SR) 12 Interchange
2. North Connector
3. I-80 HOV Lane Projects
4. I-80 East Bound (EB) Cordelia Truck Scales
5. Jepson Parkway Project
6. The Cordelia Truck Scales
7. SR 12 Jameson Canyon
8. SR 12 Safety Projects
9. SR 12 West Truck Climbing Lane Project
10. I-80 Red Top Slide Project

11. Benicia Martinez Bridge Project
12. I-80 State Highway Operations and Protection Program (SHOPP) Projects
13. I-80 Operational Improvement Projects

Planning Studies:

1. SR 12 Median Barrier and Rio Vista Bridge Study
2. I-80 Corridor Management Policies
3. SR 113 Major Investment Study
4. SR 29 Major Investment Study
5. Update of Countywide Traffic Safety Plan
6. Comprehensive Transportation Plan Update
7. Transit Consolidation Study
8. Community Based Transportation Planning (CBTP)
9. Ten-Year Transit Capital Funding Plan

Administration and Monitoring of Transportation programs and services with member agencies:

1. Solano Countywide Safe Routes to Schools Program
2. Monitor Delivery of Local Projects/Allocation of Funds
3. Regional Measure 2 Implementation
4. Abandoned and Vehicle Abatement Program
5. Congestion Management Program
6. Countywide Traffic Model & Geographic Information System
7. Transportation for Livable Communities Program and Metropolitan Transportation Commission (MTC)'s Transportation Planning for Land Use Solutions (T-PLUS) Program
8. Implementation of Countywide Bicycle Plan Priority Projects/Bicycle Advisory Committee
9. Implementation of Countywide Pedestrian Plan Priority Projects/Pedestrian Advisory Committee
10. Clean Air Fund Program and Monitoring
11. STA Marketing/Public Information Program
12. Paratransit Coordinating Council
13. Intercity Transit Coordination
14. Lifeline Program Management
15. Solano Napa Commuter Information (SNCI) Program

Provide funding and services to the following agencies:

1. Capitol Corridor Rail Stations
2. Baylink/Water Emergency Transportation Authority (WETA) Ferry Support and Operational Funds
3. Solano Express Route Management – 30 & 90
4. Solano Paratransit Management

With regard to the project and program measure of effectiveness as discussed by the Board, the STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP will include performance measures as part of the update. The CTP is the planning base for projects and programs. In July 2008, the STA Board and the Technical Advisory Committee (TAC) have adopted a list of studies that will be undertaken or updated as part of the CTP update process. A preliminary scope of work for each study was approved and selection of consultants and in-house detailed work plan for each study are under way.

Therefore, the approved budget for FY 2008-09 and FY 2009-10 is provided with the requested additional information and matrixes, which contains plans, projects and programs proposed to comprise the STA's workload for the forthcoming two fiscal years.

Fiscal Impact:

As previously approved, FY 2008-09 budget is balanced in the amount of \$33.24 million and FY 2009-10 in the amount of \$36.38 million.

Recommendation:

Informational.

Attachment:

- A. STA Approved Budget Summary for FY 2008-09 and FY 2009-10 (The STA Approved Budget Summary for FY 2008-09 and FY 2009-10 has been provided to the STA Board Members under separate enclosure. Copies may be obtained by contacting the STA at (707) 424-6075.)

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DATE: September 2, 2008
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Transportation Impact Fee (RTIF) Feasibility Study Update

Background:

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

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

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

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

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

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

Discussion:

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

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

Form two RTIF committees

- Policy Advisory Committee
- Technical Working Group

Problems and Existing Conditions

- Determine and assess growth projections in Solano County jurisdictions
- Identify all local traffic impact fees currently in effect in Solano County jurisdictions and update Regional Impact Fee programs currently in effect in other counties
- Identify current and future transportation needs

Identify Solutions: Potentially Funded Projects

- Identify list of candidate projects eligible for the fee and funding shortfalls for these specified projects
- Identify potential fee revenue based on optional fee levels
- Project Transportation Revenues with Current Sources

Impact Fee Structure & Policy Options

- Identify options for implementation of regional traffic impact fee by corridor, sub-region and countywide
- Identify options for a proposed Capital Improvement Program
- Prepare Alternatives and Options for Development of Regional Transportation Impact Fee
- Identify Pros and Cons of Establishing Regional Transportation Impact Fees
- Conduct Outreach to Local Agencies, the Business Community, interest groups and the public
- Identify Institutional Options for Implementing a Regional Impact Fee Program
- Identify Cumulative Impacts of proposed Regional Traffic Impact Fees on current fees
- Prepare Conclusions, Recommendations and Next Steps

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

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

On August 27, STA Staff convened the first RTIF Working group of planning directors and public works directors. STA Staff also presented draft RTIF Feasibility Study information at the Solano County City Managers meeting later that day. Overall, agencies were interested in exploring the possibility of RTIFs and asked for clarification of some draft statistics.

STA Staff have scheduled meetings with individual agencies between August 27 and September 17 to further discuss RTIF options and potential projects, in preparation for the second RTIF Working Group meeting.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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

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SoCAL PROJECT TOUR ITINERARY
August 13-14, 2008

List of Participants:

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

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

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

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DATE: August 28, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) T2035 Update

Background:

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

Discussion:

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

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

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

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

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

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

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

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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

ATTACHMENT A STA Priorities for RTP Investment Trade-Offs

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

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

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

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

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

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

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

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

ATTACHMENT B

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

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

(escalated billions \$)

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

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DATE: August 28, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update

Background:

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

Discussion:

The Alternative Modes Committee met on August 27th. At that meeting, the Committee reviewed the Draft Alternative Modes Purpose Statement and Goals. The Committee endorsed the Purpose Statement and Goals, but asked to have the Bicycle and Pedestrian Advisory Committees and the Safe Routes to School committee review the document before the Board takes action. The next meetings of the Arterials, Highways and Freeways Committee and the Transit Committee are being set for September. The next Committee meetings will focus on the status of the systems and programs within each Committee's area of expertise: roadways, transit, and bicycle/pedestrian programs and land use incentives.

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

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

1. **Implemented.** These are projects that have complete funding and environmental review, and are ready for the issuance of final construction documents. (This category does not include projects that are already either in final design or under construction, such as the SR 12 Jameson Canyon improvements, the I-80 High Occupancy Vehicle lanes from Red Top Road to Air Base Parkway, or the East End of the North Connector.)
2. **Committed.** These are projects with substantial investments and commitments (i.e. Project Study Report or major Environmental Document started), but with major milestones still to be met.
3. **RTP financially constrained projects.** These are locally and regionally significant projects that have been included in the Draft Financially Constrained RTP.

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

Fiscal Impact:

None at this time.

Recommendation:

Informational.

Attachments:

- A. CTP Project Commitment List

**ATTACHMENT A
STA Project Commitment List**

Implemented

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

Committed

Sponsor	Project	Details	Cost	Shortfall	Commitment
STA	SR 12/Church Road Improvements	Intersection Optimization and Improvements	\$5 M	\$5 M	PSR Underway
STA	I-80 HOV Lanes EB and WB – Vallejo	Carguez Bridge to SR 37	\$100 M	\$100 M	PSR Underway
STA	SR 12 Median Barrier	Suisun City to Rio Vista Phase 1 – SR 113 to Rio Vista Phase 2 – Suisun City to SR 113	\$100 M \$150 M	\$100 M \$150 M	PSR Underway
STA / Fairfield / Vacaville	Jepson Parkway	Leisure Town (Alamo to Orange) Leisure Town (Vanden to Alamo) Cement Hill Segment Walters Road Extension Walters Road Widening	\$34.2 M \$18.9 M \$8.5 M \$41.1 M \$5.0 M	\$34.2 M \$18.9 M \$8.5 M \$41.1 M \$5.0 M	Draft EIR/EIS comment period closed
Solano County	Travis AFB Access	Canon Road and north gate improvements	\$5.6 M	\$4.6 M	Environmental document initiation pending; Federal earmark requested
STA	North Connector – West	West Segment of North Connector	\$32 M	\$8.5 M per STA 50/50 policy	Complete EIR Funding included in RTP STIP Request
Vallejo	Vallejo Station Ferry Terminal	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities, and pedestrian access improvements)	\$94 M	\$25 M	Final EIR Phase 1 fully funded
Vallejo	Curtola Park and Ride Structure – Phase 1	Convert current park and ride lot to parking structure with improved bus access	\$12 M	\$0 M	Planning study underway

RTP financially constrained projects

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

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DATE: August 29, 2008
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA Annual Awards Program

Background:

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

Discussion:

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

The final selection of award winners will be determined by the STA Executive Committee on September 29, 2008. Nominees will be announced at the October STA Board meeting and recognized at the awards event.

Recommendation:

Informational.

Attachments:

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

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Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

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

August 18, 2008

Dear Friends and Partners of Transportation:

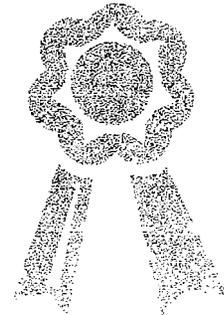
RE: Call for Nominations – 11th Annual STA Awards

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

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

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

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



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

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

Sincerely,

Eddie Woodruff, Chair
Mayor, City of Rio Vista

EW/jb

Attachments:

- STA Annual Awards Nomination Form
- STA Annual Awards Categories

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STA Annual Awards Categories

Award Categories

Agency of the Year

Description

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

Selection Criteria

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

Advisory Committee Member of the Year

Description

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

Selection Criteria

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

Project of the Year

Description

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

Selection Criteria

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

Safety Project of the Year

Description

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

Selection Criteria

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

Transit Employee of the Year

Description

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

Selection Criteria

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

Business of the Year

Description

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

Selection Criteria

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

Partner of the Year

Description

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

Selection Criteria

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

Project Delivery

Description

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

Selection Criteria

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

Federal/State Elected Official of the Year

Description

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

Selection Criteria

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

Special Award

Description

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

Selection Criteria

The criteria are unique to the individual nomination.

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11th Annual STA Awards



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

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

Address: _____

City: _____

Zip: _____

Phone: _____

E-mail: _____

2. Nomination Category:

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

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

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

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

6. **Person Submitting Nomination:**

Name: _____ Phone: _____

Title: _____

Agency/Organization: _____

Address: _____

City: _____ ZIP: _____

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

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



DATE: August 28, 2008
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: SolanoExpress Annual Ridership Update

Background/Discussion:

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

Overall ridership for SolanoExpress intercity routes in FY 2007-2008 exceeded 1.1 million riders with an increased ridership of 10.5% from the previous fiscal year. (see Attachment A) The highest ridership percentage increase was Route 85 at 22%.

FAIRFIELD AND SUISUN TRANSIT (FAST)

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

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

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

Route 90 operates from 4:10 a.m. to 8:12 p.m., Monday thru Friday. FAST has been operating this route since October 2006. The previous operator was Vallejo Transit. This route is also a commuter focused route that services Fairfield, Suisun City AMTRAK,

and El Cerrito del Norte BART. It operates hourly during non-peak periods and as frequently as every 15 minutes during the morning and evening peak periods. Ridership for Route 90 increased 21% from the previous year. For FY 2007-2008, Route 90 carried 213,033 passengers.

BENICIA BREEZE

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

VALLEJO TRANSIT

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

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

Fiscal Impact:

None.

Recommendation:

Informational.

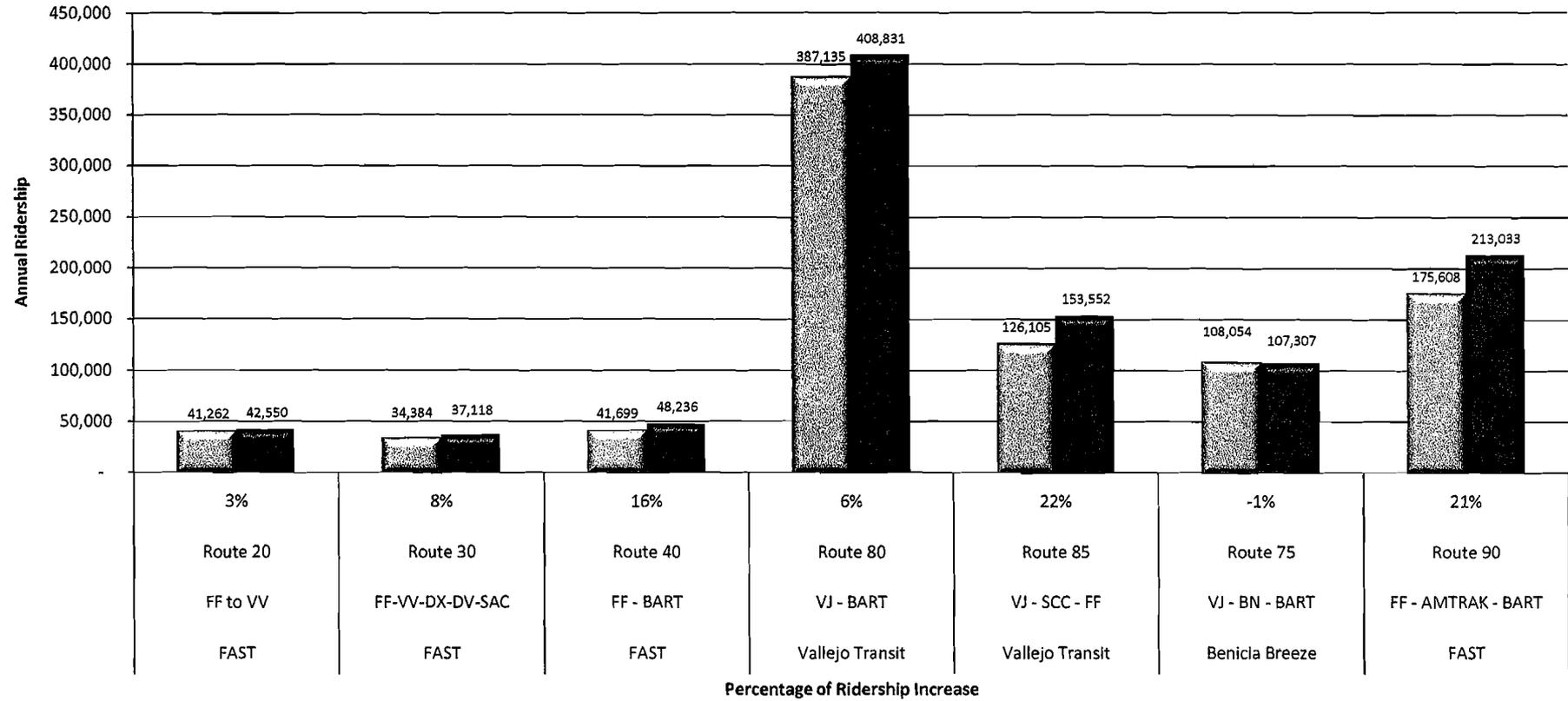
Attachments:

- A. SolanoExpress Annual Ridership
- B. SolanoExpress Route Map (A colored copy of this map was provided to the STA Board Members under separate enclosure.)

SolanoExpress Routes

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

■ 2006-2007 ■ 2007-2008



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DATE: August 29, 2008
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Lifeline Program Call for Projects

Background:

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

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

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

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

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

Discussion:

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

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

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

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

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

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

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

Timeline Summary for JARC

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

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

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

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

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

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

Fiscal Impact:

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

Recommendation:

Informational.

Attachment:

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

I. General Program Information

On July 23, 2008, MTC adopted Resolution 3860, which includes a fund estimate and second cycle Lifeline Transportation Program (LTP) Guidelines for fiscal years 2009-2011. The resolution is attached as Attachment A.

The following provides general information about the program.

Program Goals

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

The Lifeline Program supports community-based transportation projects that:

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

Program Administration

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

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

Funding Sources

The Lifeline Transportation Program is funded with a combination of three funding sources: State Transit Assistance (STA), Proposition 1B Transit funds and Job Access and Reverse Commute (JARC) funds. Projects must meet eligibility requirements of the funding sources in order to receive funds.

See Attachment B – Funding Source Information, for details about each of the three funding sources.

Match Requirement

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

There are two exceptions to the 20% match requirement.

(1) JARC operating projects require a 50% match. Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for **both** JARC and STA funds.

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

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

For JARC projects, if using federal funds, the local match must be from *non*-Department of Transportation (DOT) funds. Non-DOT federal funds may be eligible sources of local match and may include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of

Health and Human Services, Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations and other local sources may also be used to meet the match requirement.

Eligible Applicants

Public agencies, including transit agencies, county social service agencies, cities and counties, and private operators of public transportation services are eligible applicants.

Non-profit entities are directly eligible for JARC funds. In order to be eligible for STA funds, a non-profit entity would need to partner with an eligible STA recipient to receive funds (see Attachment B for eligible STA recipients). STA funds can be used for project administration of eligible projects and could be budgeted into project costs to facilitate a fiscal partnership with an eligible STA recipient.

An eligible project sponsor must be identified at the time that the project application for funding is submitted in order to receive funds.

Eligible Use of Program Funds

Lifeline Transportation Program funds are intended to fund innovative and flexible programs that address transportation barriers that low-income residents in the region face, many of whom are transit dependent. Therefore, it is expected that LTP funds be directed to meet these needs by funding new programs or services, or to continue existing programs that are otherwise at risk of being discontinued. The project must supplement, not supplant, existing funds. The project must not duplicate existing services, must coordinate with existing services to the extent feasible and demonstrate that no other funding sources are available to fund it.

Multi-year Programming/Funding Amounts

The second-cycle Lifeline Transportation Program will cover a three-year programming cycle. Funding amounts are estimated for each county as outlined in Table A.

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

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

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

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

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

COUNTY & POVERTY POPULATION ¹								Total
	STA ⁵	Prop 1B	JARC ⁴	Subtotal	STA	Prop 1B	Subtotal	
Alameda - Available 27.40%	\$ 8,030,213	\$ -	\$ 786,582	\$ 8,816,794	\$ 3,222,862	\$ 2,826,817	\$ 6,049,680	\$ 14,866,474
Alameda - Advanced ⁵	\$ -	\$ 5,098,588	\$ -	\$ 5,098,588	\$ -	\$ -	\$ -	\$ 5,098,588
Contra Costa 12.50%	\$ 2,008,040	\$ 2,081,370	\$ 250,840	\$ 4,340,250	\$ 1,470,262	\$ 1,289,606	\$ 2,759,868	\$ 9,108,150
Marin 2.70%	\$ 844,138	\$ 449,576	\$ 77,510	\$ 1,371,224	\$ 317,581	\$ 278,555	\$ 596,136	\$ 1,967,360
Napa 1.00%	\$ 531,494	\$ 285,066	\$ 81,494	\$ 898,054	\$ 100,939	\$ 150,636	\$ 251,575	\$ 1,274,400
San Francisco 15.10%	\$ 4,720,920	\$ 2,514,296	\$ 433,483	\$ 7,668,698	\$ 1,776,103	\$ 1,557,845	\$ 3,333,948	\$ 11,002,646
San Mateo 7.10%	\$ 2,219,770	\$ 1,182,218	\$ 208,836	\$ 3,610,824	\$ 835,121	\$ 732,496	\$ 1,567,617	\$ 5,173,429
Santa Clara 21.70%	\$ 6,784,368	\$ 3,613,259	\$ 632,276	\$ 11,029,903	\$ 2,552,413	\$ 2,238,757	\$ 4,791,170	\$ 15,821,073
Solano 5.50%	\$ 1,719,540	\$ 915,800	\$ 410,834	\$ 3,046,174	\$ 646,923	\$ 567,427	\$ 1,214,350	\$ 4,266,529
Sonoma 6.30%	\$ 1,969,655	\$ 1,049,011	\$ 181,331	\$ 3,199,997	\$ 741,023	\$ 649,962	\$ 1,390,985	\$ 4,590,982
Means-Based Fare Pilot ⁶					\$ 1,500,000	\$ -	\$ 1,500,000	\$ 1,500,000
TOTAL 100.00%	\$ 30,728,144	\$ 17,187,188	\$ 3,175,177	\$ 51,090,509	\$ 13,262,271	\$ 10,316,852	\$ 23,579,123	\$ 74,669,632

Notes:

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

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

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

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

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

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

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

Eligible Projects:

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

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

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

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

Grant Funding Period

Projects may be funded for up to three years.

Grant Funding Amounts

Lifeline Program Administrators will establish a minimum and maximum grant amount for any one project over the three-year funding period (FY 09 to FY 11). Multi-year projects are allowed as long as the total Lifeline amount does not exceed the threshold established at the local level, and the project sponsor has clearly identified the funding match for each year of the project period.

Link to Community-based Planning

Preference will be given to projects identified in Community-Based Transportation Plans (CBTP) and located within the communities in which the plans were completed. While preference will be given to CBTP priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

Project Performance/Monitoring

Project applicants are responsible for identifying performance measures to track the effectiveness of the service in meeting the identified goals. At a minimum, performance measures for service-related projects would include: documentation of new “units” of service provided with the

funding (e.g. number of trips, service hours, workshops held, car loans provided, etc.), cost per unit of service, and a quantitative summary of service delivery procedures employed for the project. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

Applicants should describe a plan for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved. Project sponsors receiving JARC funds are subject to program reporting requirements as defined in those program guidelines.

II. Grant Application Submittal Requirements

To ensure a streamlined application process for project sponsors throughout the region, a universal grant application form is attached (Attachment D). This application may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements, with review and approval from MTC.

III. Grant Application Review and Evaluation Process

Lifeline Program Administrators are responsible for determining whether proposals meet the minimum Lifeline Program eligibility criteria (whether eligible fiscal agents are identified, and whether projects meet fund source eligibility requirements) and assigning appropriate fund sources to each project.

Lifeline Program Administrators will evaluate all eligible proposals. Each county will appoint a local review team of CMA staff, a local representative from MTC's Minority Citizens Advisory Committee (if available), as well as representatives of local stakeholders, such as, transit operators or other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Project evaluations will be based on the rating criteria described in Attachment E. Efforts will be made to avoid a conflict of interest, or the appearance of a conflict of interest, in selecting projects.

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

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

Based on the evaluation criteria, and funding availability as assigned by county, Lifeline Program Administrators will make funding recommendations to their respective policy boards for approval, and will then submit the list of recommended projects to MTC.

MTC will confirm that projects meet fund source eligibility requirements, and will allocate funds to each project by including submitted projects in a Program of Projects for the Commission's approval.

Lifeline Program Administrators are responsible for entering eligible JARC projects into the Transportation Improvement Plan (TIP). If STA funds are used, MTC will allocate funds directly to a transit operator or other eligible entity. See Attachment B for additional details related to the estimated availability of funds to project sponsors.

IV. Grant Award and Receipt of Funds

Following project award and prior to receipt of funds, project sponsors must submit a resolution of local support to MTC committing to project delivery, as well as providing the required local matching funds.

For projects receiving STA funds:

Transit operators and eligible cities and counties can initiate claims immediately following MTC approval of program of projects for current fiscal year funds.

For other entities, the eligible recipient acting as fiscal agent will initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis following execution of the agreement.

For projects receiving Proposition 1B funds:

Project sponsors must submit a Proposition 1B application to MTC for submittal to Caltrans. The estimated due date is November 2008 (or February 2009) (Tier I) and November 2009 (or February 2010) (Tier II). Disbursement is estimated to occur within 3 months of receipt of the application.

For projects receiving JARC funds:

Following MTC approval of program of projects, there will be a 6-12 month process of securing the grant from FTA (adjusting funding depending on actual Congressional appropriation, entering projects in the TIP, applying for the FTA grant, FTA review and approval) and MTC entering into funding agreements with the project sponsors. Funds will be available on a reimbursement basis after execution of the agreement.



DATE: September 2, 2008
TO: STA Board
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2007-08 Year-End Report

Background:

The Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The STA Board approved the FY 2007-08 Work Program for the SNCI Program in July 2007 (Attachment A). The Work Program included nine major elements.

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Emergency Ride Home
6. SNCI Awareness Campaign
7. Bike to Work Campaign
8. General Marketing
9. Partnerships

Discussion:

The SNCI Program has had an active and productive year. Following are the highlights of accomplishments from selected program elements.

1. Customer Service

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

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

Beginning January 2008, individuals could directly access the 511 Regional Ridematching Database through a “skinned” site on the SNCI webpage. This enabled them to obtain an immediate matchlist from a site that looks like it is a part of the SNCI site. This improvement reduced the wait time between requesting a matchlist and receiving one.

2. **Employer Program**

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

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

3. **Vanpool Program**

The SNCI vanpool program continues to provide quality customer service and support to new and existing vanpools. Sixteen new vanpools traveling through, to, or from Napa and Solano counties were formed by staff last year. Staff also performed 282 vanpool assists, which include processing Motor Vehicle Reports per Department of Motor Vehicle requirements, issuing Sworn Statement Cards, processing driver medical reimbursements, distributing van signs and/or bridge scrip, researching information for vanpools, and other assistance as needed.

4. **Incentives**

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

5. **Emergency Ride Home**

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

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

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

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

7. **Bike to Work Campaign**

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

8. **General Marketing**

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

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

9. **Partnerships**

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

Staff has been an active participant in Solano's Children's Network Constructing Connections committee and the Napa Clean Air Coalition including providing technical assistance with the group's development of a car-free tourism website.

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

Recommendation:
Informational.

Attachment:

- A. SNCI Work Program FY 2007-08



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

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511, 511.org and others.
2. **Employer Program**: Outreach and be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa Valley EDC, chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support of over 100 vanpools while assisting with the support of several dozen more.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, transit, and employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties.
7. **California Bike to Work Campaign**: Take the lead in coordinating the 2007 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally.
8. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.
9. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans; Children's Network and other efforts.

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DATE: August 28, 2008
TO: STA Board
FROM: Charles Lamoree, STA Legal Counsel
RE: STA's Conflict Of Interest Code for Designated Positions

Background/Discussion:

Every two years, public agencies are required to review and, if necessary, revise their Conflict of Interest Code. STA's Conflict of Interest Code does not need amending as the only change in personnel is the addition of three job classifications none of which have responsibilities that would necessitate being added to the list of "Designated Positions" and would then be required to annually file a Statement of Economic Interest (Form 700). The three added positions are Project Manager, Assistant Project Manager and Marketing Assistant.

Recommendation:

Informational.

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DATE: September 2, 2008
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: State Route (SR) 113 Major Investment and Corridor Study Update

Background:

In 2006, the Solano Transportation Authority (STA), in partnership with the Metropolitan Transportation Commission (MTC), submitted an application for a Partnership Planning Grant from Caltrans. The purpose of the grant is to develop a Major Investment and Corridor Study for State Route (SR) 113 in Solano County. On May 19, 2006, Caltrans approved the award of a \$250,000 Grant to MTC and STA to complete the project. A local match of 20% (\$62,500) was provided, split equally between STA, Solano County and the City of Dixon. This was one of only four statewide grants approved by Caltrans.

The purposes of the project, as identified in the grant award, are:

1. Form a multi-jurisdictional partnership with Caltrans, MTC, the Sacramento Area Council of Governments (SACOG), STA and other agencies
2. Identify and study SR 113 alignment alternatives
3. Identify funding options to improve SR 113 (including the investigation of a toll lane option)
4. Implement an extensive public outreach to those potentially affected by operational and safety improvements to SR 113
5. Deliver results based on an aggressive planning implementation schedule
6. Create Planning deliverables beneficial to Caltrans and other members of the SR 113 Corridor Partnership

Discussion:

STA staff is currently providing presentations regarding the findings presented in draft reports completed to date for the SR 113 Major Investment and Corridor Study. These findings include current and future traffic and land use conditions, toll lane analysis, roadway improvements and realignment options on the SR 113 Corridor. The STA is seeking public input on the findings at this time.

The following SR 113 public presentations have been completed or scheduled:

- | | |
|--|---------------------------------------|
| 1. Dixon Chambers Government Affairs Committee | August 1 st - 7:30 a.m. |
| 2. Yolo County Transit District | August 11 th , 7:00 p.m. |
| 3. Public Workshop- Dixon Transportation Advisory Commission | August 20 th - 7:00 p.m. |
| 4. Dixon City Council | August 26 th - 7:00 p.m. |
| 5. Solano County Board of Supervisors | August 26 th - 10 a.m. |
| 6. Davis City Council | September 9 th - 6:00 p.m. |

Upon completion of the public presentations, the SR 113 Partnership will work to incorporate public input received to complete the study by fall of 2008.

Recommendation:
Informational.

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DATE: August 26, 2008
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status Update

Background:

The Solano Transportation Authority (STA) Board approved several near-term safety implementation recommendations for State Route (SR) 12 at their January 10, 2007 meeting, and has monitored their implementation on a regular basis. Immediate strategies were to: 1.) Obtain an Office of Traffic Safety (OTS) grant with Solano County's Law enforcement agencies, 2.) Sponsor state legislation to designate SR 12 Corridor as a double fine enforcement zone, and 3.) Re-engage the SR 12 Steering Committee to make recommendations to the STA Board with regard to strategies and actions to improve safety on SR 12.

The overall approach to improving safety on SR 12 is comprised of four (4) elements:

1. Increased Enforcement
2. Legislation
3. Education
4. Engineering

Monthly updates to these elements are provided to the TAC and STA Board.

Discussion:

1) *Office of Traffic Safety (OTS) Grant*

The OTS Grant Steering Committee meets on a quarterly basis. The third quarterly meeting of the OTS Steering Committee was held on June 25, 2008 in Rio Vista.

The OTS Grant is designed to achieve two goals:

- To reduce the number of fatal victims on Corridor 1 from 12 to 11 as compared to the number, 12, that occurred during the same months from January 1, 2006, through December 31, 2006. Since the start of the Grant period, there has been 1 fatal accident in the corridor. This accident was in San Joaquin county, and involved a big rig rear-ending a vehicle queue stopped at a raised bridge over the Mokelumne River.
- To reduce the number of injured victims on Corridor 1 by 5 percent, from 203 to 193 as compared to the number, 203, that occurred during the same months from January 1, 2006, through December 31, 2006. CHP-compiled statistics show no reported injury accidents in the corridor during the grant time period.

In addition, the CHP continues to report that speeding and other dangerous driving behaviors are seen less frequently due to the presence of enhanced enforcement funded by the OTS grant.

2) *State Legislation*

There are no pending SR 12 related legislative measures.

ACR 7, the Officer David Frank Lamoree Memorial Highway bill, was approved and signed into law. The memorial sign has been fabricated and delivered to STA. A dedication ceremony for the memorial highway and sign will be held at 11:00 a.m. on September 4 in Rio Vista, followed by installation of the signs.

AB 112 (double fine zone criteria and designation) was also approved and signed by the Governor. The double fine legislation for SR 12 became effective on January 1, 2008.

3) *Education*

Publication of Volume 3 has been delayed until after the Officer David Frank Lamoree memorial Highway dedication.

4) *Engineering*

Caltrans continues to state that they will be able to finish the permitting and right-of-way tasks needed to allow installation of curve correction and shoulder improvements between Lambie Road and Currie Road in 2008. Caltrans has identified approximately 20 properties that may require some right-of-way acquisition. Acquisition of right-of-way for one property has gone to condemnation. It is not yet known how this will impact the project schedule.

On July 8, 2008 the Executive Steering Committee for the SR 12 Jameson Canyon Project approved scope of the Phase 1 project that is being designed by STA. The Phase 1 project will minimize detrimental impacts to the natural resources in the corridor and avoid costly utility relocations. The utility relocation strategy is to relocate when needed within the right of way but outside of the roadway prism. Utility pot holing activities in the corridor are ongoing and scheduled to be completed within the next 2 months. The proposed design will meet conventional highway standards to the extent possible. The Phase 1 project will provide for additional two lanes of traffic including 8 foot outside shoulders, median barrier, median barrier opening in Solano County, wildlife crossing and a Class II bike facility in both the eastbound and westbound directions.

The Metropolitan Transportation Commission (MTC) has submitted a Partnership Planning Grant application for SR 12, with STA and the San Joaquin Council of Governments (SJCOG) as the sub-recipients. It is expected a decision will be made in the late summer 2008.

The next meeting of the STA's SR 12 Steering Committee is scheduled for September 4, 2008, to coincide with the Officer David Frank Lamoree Memorial Highway dedication. The SR 12 Corridor Advisory Committee, involving representatives from Sacramento and San Joaquin counties, has not met. Representatives from those counties have been invited to the September 4th SR 12 Steering Committee meeting.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: September 2, 2008
TO: STA Board
FROM: Sam Shelton, Assistant Project Manager
RE: Project Delivery Update

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, the STA continually updates the STA's Technical Advisory Committee (TAC) on changes to state and federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

Discussion:

There were 4 project delivery reminders for the TAC this month:

1. **Change in FY 2008-09 STP/CMAQ Federal Funding Obligation Request and Receive Deadlines:**

MTC plans to adopt new federal funding obligation request deadlines, changing them from March 1, 2009 to February 1, 2009 and the receive deadline from May 31, 2009 to April 30, 2009. This is in response to Caltrans moving up their Obligation Authority (OA) release date from June 1st to May 1st. With leftover OA becoming available sooner, MTC wants bay area projects ready to obligate.

Project managers will need to revise their project schedules to meet these new deadlines. The STA PDWG will discuss if their projects will be able to meet either the February 1, 2009 deadline to request an E76 or the April 30, 2009 deadline to receive an E76.

Projects to be included in FY STP/CMAQ 2008-09 Federal Obligation Plan
Submit E76 Request by February/March 1, 2009; receive E76 by April 30, 2009
\$7.86M in Federal funding

Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL070045	State Park Road Bridge	\$1.67 M for CON Currently in ENV phase.
Dixon	SOL070046	SR-113 Pedestrian Improvements	\$90,000 for CON. Currently in ENV/PE.
Fairfield	SOL070027	W. Texas St. Gateway Project Phase I & II	\$85,000 for CON Currently in concept/ENV.
Fairfield/ Solano County	SOL070012	"Cordelia Hill Sky Valley Enhancement Project" (McGary Road)	\$640,000 for CON <u>Full funding required for TIP amendment.</u> Currently in ENV/PE phase.

Solano County	SOL050024	Vacaville - Dixon Bike Route Phase II and III	\$337,000 for CON Phase II obligated.
Vacaville	SOL070028	Downtown Creekwalk	\$53,000 for PS&E \$694,000 for CON
Vacaville	SOL050013	Vacaville Intermodal Station	\$3,028,000 for CON to be listed in the 2009 TIP.
Vacaville	SOL070047	Peabody & Marshall Road Pedestrian Improvements	\$150,000 for CON. Currently in ENV/PE.
Vallejo	SOL010027	Vallejo – Lemon St. Rehabilitation	\$672,000 for CON. Currently in PS&E.
Vallejo	SOL050048	Downtown Vallejo Pedestrian Enh. - Phase I	\$580,000 for CON. Currently in ENV.

2. Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months.

More information can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Currently listed Inactive Projects			
Review Period: 04/01/08 – 06/30/08			
Invoice Submission Due to LPA: 08/14/08			
Justification Due to DLAE: 08/26/08			
Agency	Project	Unexpended Funds	Status
Vallejo	Intersection of SR 29 and Carolina Street, Install Signal	\$24,771.00	To be deobligated at the request of Vallejo. Project is complete.
Fairfield	Hilborn Rd. From Waterman Blvd. To Martin Rd. , Road Rehabilitation	\$220,375	Listed inactive during review period. Invoiced 07/3/08.
Projects that will become inactive by September 2008			
Dixon	Parkway Blvd And UPRR Crossing, Grade Separation	\$54,869.41	Last billed, 08/22/06
Fairfield	Pittman Rd. And Suisun Valley Rd., Ac Overlay	\$426,000.00	Final invoice submitted to Caltrans.
Projects that will become inactive by December 2008			
Vallejo	Georgia St. From Santa Clara To Mare Island , Street Extension And Streetscape	\$79,065	Authorized 05/30/02. Last Billed, 12/19/06.
Fairfield	Travis Blvd. From Oliver Rd. To N. Texas St. , Signal Upgrade, Traffic Sign Install	\$170,537	Authorized 06/26/05. Last Billed, 10/06/06.

Projects that will become inactive by March 2009			
Vacaville	Monte Vista Ave at Ulatis Cr, Bridge Widening	\$1,633,258	Invoice sent 03/24/2008. Award CON by 4/22/2008.

Right of Way "Certification 3" Must Be Approved by FHWA

Caltrans no longer has the authority to approve projects for advertising using a Right-of-way Certification 3. FHWA must approve a project sponsor's ROW Certification 3 before a project sponsor can advertise their project. Project sponsors should allow at least **10 additional days** for this certification from FHWA to occur.

3. Disadvantaged Business Enterprise (DBE) Transition from Race-Neutral to Race-Conscious

After working things out with FHWA, Caltrans is awaiting US Department of Transportation approval of Caltrans' program goal and use of UDBEs (Under-utilized Disadvantaged Business Enterprises) in calculating agency Annual Anticipated DBE Participation Levels (AADPLs).

Once approved, Caltrans will likely announce the conversion, and:

- a. There will be a 90-day transition period following the announcement of a return to Race-Conscious.
- b. Contracts with full approval of their E-76s during this transition time, may remain Race-Neutral. All contracts that haven't achieved this milestone must establish contract goals and have Race-Conscious specifications.
- c. After the transition period, agencies will continue with their previously established AADPLs for FY 2007-08. Agencies will determine their goals on individual contracts, for the remainder of this Federal Fiscal year ending September 30, 2008.

Next year's (FFY 2008-09) AADPL calculation, due June 1st, will probably be Race-Conscious and may involve slightly different calculations of "UDBEs", rather than just DBEs. Caltrans and the STA will work with local agencies on the June 1st Deadline ("don't worry about getting it in by June 1st"). Caltrans also recommends against working on the FFY 08-09 AADPL calculation (form 9-B) until Caltrans converts to Race-Conscious and creates new guidelines and forms.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: August 25, 2008
 TO: STA Board
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
Bay Area Air Quality Management District (BAAQMD) Lower-Emission School Bus Program*	Geraldina Grunbaum, BAAQMD (415) 749-4956	September 30, 2008
Bicycles Belong Coalition*	Elizabeth Train, Bikes Belong Coalition (303) 449-4893 x3	November 24, 2008

* New funding opportunity



FUNDING OPPORTUNITY

BAAQMD Lower-Emission School Bus Program

Applications Due September 30, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the BAAQMD Lower-Emission School Bus Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public agencies, private for profit organizations, private non-profit organizations

Program Description: The Lower-Emission School Bus Program (LESBP) is a partnership between the California Air Resources Board (ARB) and local air districts, and is administered locally by the Bay Area Air Quality Management District (Air District). The goals of the LESBP are to reduce the exposure of school children to harmful emissions of particulate matter (PM) and reduce emissions of oxides of nitrogen (NOx) and non-methane hydrocarbons (NMHC), which contribute to summertime smog.

Funding Available: Approximately \$11.6 million is available for 2008 grant cycle

Eligible Projects: This grant program provides funding to:

- replace pre-1987 school buses with clean school buses, and
- retrofit 1987 and newer in-use diesel school buses with emission control devices

Further Details: http://www.baaqmd.gov/pln/grants_and_incentives/school_bus/index.htm

Program Contact Person: Geraldina Grunbaum, Environmental Planner (BAAQMD), (415) 749-4956, ggrunbaum@baaqmd.gov

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214, swoo@sta-snci.com



FUNDING OPPORTUNITY

Bikes Belong Coalition Grants Program

Applications Due November 24, 2008

TO: STA Board
FROM: Sara Woo, Planning Assistant

This summary of the Bikes Belong Coalition Grants Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public agencies, private for profit organizations, private non-profit organizations

Program Description: The grant program provides funding for organizations and agencies within the United States that are committed to putting more people on bicycles more often.

Funding Available: Approximately \$180,000 per year

Eligible Projects: Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Examples:

- **Facilities:**
 - Marin County Bicycle Coalition (1999-2001) – North-South Greenway, Phase I,II,& III Bike Path
 - San Francisco Bicycle Coalition (2001) - \$10,000 to develop San Francisco bicycle network
 - City of Modesto (2003) – \$5,000 to fund 4.2 mile bike path linking schools, businesses and neighborhoods to downtown area
- **Advocacy:**
 - Bay Area Bicycle Coalition (2007) – \$5,000 to help efforts with securing and increasing funding for bicycle projects through the Metropolitan Transportation Commissions (MTC) Regional Transportation Plan (RTP)

Further Details: <http://www.bikesbelong.org/node/41> (Application)
<http://www.bikesbelong.org/node/42> (Grant Seeker’s Guide)

Program Contact Person: Elizabeth Train, Grants and Research Director (Bikes Belong), (303) 449-4893 x3
elizabeth@bikesbelong.org

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214 219
swoo@sta-snci.com

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DATE: September 10, 2008
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: Updated STA Board Meeting Schedule for Calendar Year 2008

Discussion:

Attached is the STA Board meeting schedule for Calendar Year 2008.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board Meeting Schedule for the Calendar Year 2008



STA BOARD MEETING SCHEDULE
Calendar Year 2008
(Meets on the 2nd Wednesday of Every Month)

DATE	TIME	DESCRIPTION	LOCATION	STATUS
January 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
February 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
March 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August	NO MEETING – SUMMER RECESS			
September 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
November 12	6:00 p.m.	STA 11 th Annual Awards	Trilogy - Rio Vista	Confirmed
December	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed