



**SOLANO TRANSPORTATION AUTHORITY  
BOARD MEETING AGENDA**

**SPECIAL MEETING**

**4:00 p.m., Thursday, August 5, 2010  
Suisun City Hall Council Chambers  
701 Civic Center Drive  
Suisun City, CA 94585**

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

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

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

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

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

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

ITEM	BOARD/STAFF PERSON
<b>I. CALL TO ORDER/PLEDGE OF ALLEGIANCE</b> (4:00 – 4:05 p.m.)	Chair Sanchez
<b>II. CONFIRM QUORUM/ STATEMENT OF CONFLICT</b> <i>An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.</i>	Chair Sanchez

**STA BOARD MEMBERS**

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

Mike Hudson	Chuck Timm	Mike Ioakimedes	Rick Fuller	Ron Jones	Curtis Hunt	Erin Hannigan	Mike Reagan
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**III. APPROVAL OF AGENDA**

(4:05 – 4:10 p.m.)

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

(4:10 – 4:15 p.m.)

**V. CONSENT CALENDAR**

Recommendation:

*Approve the following consent items in one motion.*

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

(4:15 – 4:20 p.m.)

**A. STA Board Meeting Minutes of July 14, 2010**

Johanna Masielat

Recommendation:

*Approve STA Board Meeting Minutes of July 14, 2010.*

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**VI. ACTION FINANCIAL ITEMS**

**A. Adoption of Vehicle Registration Fee (VRF) Expenditure Plan – Transportation Improvement Plan**

Daryl K. Halls

Recommendation:

*Approve the Solano Transportation Authority Vehicle Registration Fee Expenditure Plan as specified in Attachment D.*

(4:20 – 4:40 p.m.)

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**B. Public Hearing to Consider Adoption of Resolution Submitting the Solano county Transportation Improvement Measure and the Required Findings of Fact**

Bernadette Curry

Recommendation:

*Conduct a public hearing to consider:*

- 1. Approval of the Solano County Transportation Improvement Measure and the Required Findings demonstrating the relationship of benefit to fee payers and consistency with Regional and Local Transportation Plans.*

*Then:*

- 2. Approve Resolution No. 2010-14 calling for a Special Election on November 2, 2010 to submit the Solano County Transportation Improvement Measure to the voters of Solano County.*

(4:40 – 4:50 p.m.)

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**VII. BOARD MEMBERS COMMENTS**

**VIII. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for **Wednesday, September 8, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**July 14, 2010**

**I. CLOSED SESSION**

There were no matters to report.

**II. CALL TO ORDER**

Chair Sanchez called the regular meeting to order at 6:10 p.m. A quorum was confirmed.

**MEMBERS**

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

**MEMBERS**

**ABSENT:** None.

**STAFF**

<b>PRESENT:</b>	Daryl K. Halls	Executive Director
	Bernadette Curry	Deputy Legal Counsel
	Johanna Masiclat	Clerk of the Board
	Janet Adams	Deputy Executive Director/Director of Projects
	Robert Macaulay	Director of Planning
	Elizabeth Richards	Director of Transit and Rideshare Services
	Jayne Bauer	Marketing and Legislative Program Manager
	Susan Furtado	Accountant and Administrative Services Manager
	Liz Niedziela	Transit Manager
	Sam Shelton	Project Manager
	Robert Guerrero	Senior Planner
	Sara Woo	Associate Planner

**ALSO**

**PRESENT:**

**In Alphabetical Order by Last Name:**

Mark Ackerman	Member of the Public
Jack Batson	Member of the Public
Monica Brown	Member of the Public
Catherine Bowen	The Reporter
Vern Van Buskirk	Resident City of Fairfield
Robin Cox	County of Solano
Bob Charbonea	Resident, Fairfield
Gary Cullen	City of Vacaville, Public Works
Les Darbison	Member of the Public
Christine Ducoing	Resident, Vallejo
Barry Eberling	The Daily Republic
Alex Evans	EMC Research, Inc.
Rod Forroggiaro	Member of the Public
Bill Gray	Gray-Bowen, Inc.
George Gwynn Jr.	Resident, City of Fairfield
Kurt Hahn	Member of the Public
Mike Hudson	Councilmember, City of Suisun City and STA Board Alternate Member
Dan Kasperson	City of Suisun City, Public Works
Jeff Knight	Member of the Public
Jeff Knowles	City of Vacaville, Public Works
Gary Leach	City of Vallejo, Public Works
Wayne Lewis	City of Fairfield, Public Works
Paul McKay	Member of the Public
Alysa Majer	City of Suisun City, Public Works
Brian McLean	City of Vacaville, City Coach
Rod Moresco	City of Vacaville, Public Works
Melissa Morton	City of Benicia, Public Works
Tracy Nachland	County of Solano, Office of Public Health
Jared Reiziz	Member of the Public
Rochelle Sherlock	Senior Coalition
Jay Speck	Superintendent, County Office of Education
Tracee Stacy	Member of the Public
Pat Stansby	Resident, City of Fairfield
Roger Straw	County of Solano
Glen Takahara	Member of the Public
Steve Talbert	Member of the Public
Sandy Way	Member of the Public
Jeanine Wooley	City of Vallejo, Vallejo Transit
Paul Wiese	County of Solano

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

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

**IV. APPROVAL OF AGENDA**

On a motion by Vice Chair Price, and a second by Board Member Batchelor, the STA Board unanimously approved the agenda with the exception to table Agenda Item IX.C, at the request of STA staff, until the next Board meeting in September.

**V. OPPORTUNITY FOR PUBLIC COMMENT**

George Gwynn, Rod Forrogiaro, and Jeff Knight came forward to address the Board on the proposed Vehicle Registration Fee Expenditure Plan:

**VI. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- SB 83 Vehicle Registration Fee – Public Input Meeting
- Selection of Locally Preferred Option for I-80/I-680/SR 12 Interchange
- California Transportation Commission Approves CMIA Savings for Interchange
- CTC Approved Allocation of Jepson Parkway Project Funds
- Solano County Transit Joint Powers Agreement
- Approval of STA's FY 2010-11 and FY 2011-12 Budgets

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

**A. MTC Report:**

Commissioner Spring provided an update of MTC activities.

**B. Caltrans Report:**

None presented.

**C. STA Reports:**

**1. Overview of Bike to Work Day on May 13, 2010 presented by Judy Leaks**

**2. Directors Reports:**

- a. Planning:** Robert Macaulay provided an update on SR 12 public outreach and meetings.
- b. Projects:** Janet Adams noted that Caltrans has signed the SR 12/Church Road Project Study Report.
- c. Transit and Rideshare:** Elizabeth Richards reported on the development of SNCI services on line as well as the 4<sup>th</sup> Annual Commute Challenge is underway.

**VIII. CONSENT CALENDAR**

On a motion by Board Member Patterson, and a second by Board Member Vick, the STA Board approved Consent Calendar Items A through W.

**A. STA Board Meeting Minutes of June 9, 2010**

Recommendation:

Approve STA Board Meeting Minutes of June 9, 2010.

**B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of June 30, 2010**

Recommendation:

Receive and file.

**C. Eastern Congestion Mitigation Air Quality Improvement (CMAQ): SNCI Climate Initiatives Funding**

Recommendation:

Approve the Solano Napa Commuter Information Program for \$445,000 from MTC's Climate Initiative ECMAQ Program.

- D. Fiscal Year (FY) 2010-11 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds**  
Recommendation:  
 Adopt Resolution No. 2010-08 approving the following projects and TFCA funding amounts for FY 2010-11:
1. A reduced amount of \$205,929 for the Solano Napa Commuter Information Program; and
  2. \$88,000 for the Solano Bikeway Extension/McGary Road Project jointly sponsored by the City of Vallejo and County of Solano.
- E. STA Grant Proposals: MTC Climate Initiatives Grant Program**  
Recommendation:  
 Authorize the Executive Director to submit a grant application to MTC for a total request of \$500,000 to implement the STA Safe Routes to School Program as specified in Attachment A.
- F. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Article 3 Bicycle Projects**  
Recommendation:  
 Approve FY 2010-11 TDA Article 3 Resolution No. 2010-07.
- G. Solano Bicycle and Pedestrian Project Funding Amendment**  
Recommendation:  
 Amend the City of Fairfield’s Linear Park Alternate Route Nightingale Drive project by reprogramming \$29,000 of TDA Article 3 funds from preliminary engineering (PE) to the construction phase.
- H. Bicycle Advisory Committee (BAC) Member Appointment**  
Recommendation:  
 Appoint David Pyle as City of Fairfield’s representative to the STA Bicycle Advisory Committee for a three-year term.
- I. Pedestrian Advisory Committee (PAC) Member Appointment**  
Recommendation:  
 Appoint Stephen Sikes as City of Dixon’s representative to the STA Pedestrian Advisory Committee for a three-year term.
- J. I-780 Overcrossing Dedication**  
Recommendation:  
 Support the City of Benicia nomination to dedicate the Benicia I-780 Bicycle and Pedestrian Overcrossing in the name of “Austin Howard Gibbon.”
- K. Countywide Bicycle Plan Project List Amendment: Dixon West B Street Undercrossing Project**  
Recommendation:  
 Amend the Solano Bicycle Plan Project List to include the City of Dixon West B Street Undercrossing as shown in Attachment A.

- L Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Programming Update**  
Recommendation:  
Approve the STA's SR2S Program's revised FY 2010-11 and FY 2011-12 Final Workscope to reduce the Education and Encouragement activities by \$35,000 over the next two years in exchange for funding \$35,000 in SR2S planning activities.
- M Contract Amendment for Jepson Parkway Project Environmental Document and Preliminary Engineering**  
Recommendation:  
Authorize the Executive Director to amend the contract with PBS&J for \$75,000 for the additional work required to complete the Environmental Impact Statement (EIS) and preliminary engineering.
- N. Contract Amendment for the Mark Thomas & Co./Nolte Joint Venture for the Gordon Waterline Relocation Project**  
Recommendation:  
Approve a contract amendment for MTCO/Nolte in the amount of \$235,000 for construction support services for the Gordon Water Line (Rockville Road Water Main) Relocation Project.
- O. Award Construction Contract for the Mitigation Planting and Irrigation Project for the North Connector Project**  
Recommendation:  
Approve Resolution No. 2010-10 for the Mitigation Planting and Irrigation Project for the North Connector.
- P. Approve Modification to the North Connector Phase 2 Project**  
Recommendation:  
Approve a modification to the North Connector Project increasing the contingency budget of \$1,157,000 to cover the increased cost of the 30" water line, for a revised contingency budget of \$2,566,212 and a revised total construction budget of \$11,960,960.
- Q. Contract Amendment for Associated Right of Way Services (ARWS) for North Connector Project**  
Recommendation:  
Approve a contract amendment with ARWS for \$2,000 and an extended term to April 2011 to complete the Right-of-Way relocation services for the North Connector Project.
- R. Contract Amendment for HDR for the I-80 Eastbound Cordelia Truck Scales Relocation Project**  
Recommendation:  
Approve a contract amendment for HDR in the amount of \$1,400,000, to complete the PS&E and R/W engineering for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

- S. Mitigation Agreements for I-80 Eastbound Truck Scales Relocation Project**  
Recommendation:  
 Authorize the Executive Director to finalize and execute separate agreements with Elsie Gridley Mitigation Bank for \$14,000 for seasonal wetland mitigation and Jenny Farms Mitigation Bank for \$95,950 for Swainson’s Hawk mitigation for the I-80 Eastbound Truck Scales Relocation Project.
- T. Advertise and Award Tree Removal Contracts for I-80 Eastbound Truck Scales Relocation Project**  
Recommendation:  
 Approve Resolution No. 2010-11 authorizing the Executive Director to advertise and award one or more tree removal contract(s) for the I-80 Eastbound Cordelia Truck Scales Relocation Project for a total amount not-to-exceed \$120,000 plus a 20% contingency.
- U. Utility Relocation Agreements for I-80 Eastbound Truck Scales Relocation Project**  
Recommendation:  
 Approve the following:
1. Authorize the Executive Director to finalize and execute separate agreements between STA, PG&E and Solano Irrigation District (SID) as required; and
  2. Approve Resolution No. 2010-12 authorizing the Executive Director to advertise and award one or more construction contracts for the SID Utility Relocations for a total amount not to exceed \$900,000 plus 20% contingency.
- V. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – July 2010**  
Recommendation:  
 Approve the FY 2010-11 TDA Matrix – July 2010 as shown in Attachment A for the County of Solano and Vallejo Transit.
- W. 2010 Congestion Management Program (CMP)**  
Recommendation:  
 Adopt the revised 2010 Solano CMP as specified in Attachment A.

**IX. ACTION – NON FINANCIAL ITEMS**

**A. Public Input for Proposed Vehicle Registration Fee (VRF) Expenditure Plan Categories**

Recommendation:  
 Receive public comment and provide staff with direction regarding the eligible categories for VRF expenditures and options for allocation of VRF funds for each category.

Daryl Halls provided an overview of the development of an Expenditure Plan for a proposed vehicle registration fee. He stated that staff has been obtaining public input from various advisory committees and stakeholders on the options and specifics for this plan.

Bill Gray, Gray-Bowen, reviewed and addressed the STA Board on comments and input received from various advisory committees and stakeholders to the draft Expenditure Plan.

**Board Comments:**

Chair Sanchez asked what the comparisons were on polling results with the other counties. Bill Gray responded that Solano County came in at 50% in favor and Contra Costa was at 54% and others were at or above 60%.

Chair Sanchez asked about the past sales tax polls. Alex Evans, EMC Research, responded he did not conduct the past sales tax polls for Solano County. Chair Sanchez asked what the amount of the Vehicle Registration Fees (VRF) is in other counties. Bill Gray responded that they are all proposed at \$10.00. Chair Sanchez asked if the usage of revenues of their VRF the same as our proposed usage. Bill Gray responded that it varies; some counties are heavily focused on their local streets and roads maintenance, while others like Marin County and Contra Costa County have their main focus on Safe Routes to Schools Program, and Sonoma's emphasis is on transit.

Chair Sanchez proceeded to say how much he appreciates all the work being done, but he cited that the timing could not be worse for this VFR and suggested to wait three to four years when the economy gets better.

Board Member Patterson stated that she supports the initiative however she is concerned about two aspects that deal with flexibility. She noted that she is interested in the flexibility in the repair of roads to include the public right of way and the use of sidewalks. She also addressed her interest in the flexibility within the jurisdiction on the allocation of the funds. She added that she would like to make sure that the Safe Routes to Schools program include engineering solutions. She indicated that she wants to make sure that there is enough flexibility in the language to utilize these funds. Lastly, in terms of the Senior and Disabled, she indicated that their city has a low ridership because funding was not available to them. She stated that with this program they would be able to conduct a major outreach and get the seniors in a more comfortable position to use the service.

Daryl Halls commented that the Board provided staff with direction to prepare options to allocate the funds from the proposed fee to each of the three categories and options for flexibility within and between the categories based on local community needs. He indicated that the draft expenditure plan has some language that provides flexibility, but limits expenditures to these three categories.

Robert Macaulay explained that there were comments made by the BAC and TAC in the initial plan to include the gutter to gutter and shoulder to shoulder but not including the sidewalks with the intent to have more width on the streets to be expanded and rehabilitated.

Board Member Augustine stated that he is opposed to the proposed VFR increased plan. He stated that the City of Vacaville's polling result was at 38% in favor. He also raised concerns about the message we are sending to the state legislators when we do this. He added that with the polling results, it is clear that the city is satisfied with their streets and roads and with their estimated share, this amount is just not enough to repair the potholes.

**Chairman Sanchez opened this item for public input.**

**The following members of the Public addressed comments to the Board:**

Mark Ackerman, Fairfield resident, stated that he is opposed to the proposed VRF increased plan. He cited that he cannot afford to give a few more dollars to the government. He stated that the taxpayers are already paying for the maintenance of the streets and highways through the highway usage tax assessments, gas taxes, and sales taxes. He commented that the Safe Routes to School (SR2S) and the Senior and Disabled programs are already covered by other sources of federal and state grants.

Monica Brown, Solano County teacher, stated support for the fee and the plan and that she would campaign to be more self-help and not depend on the state and federal government.

Robin Cox, Solano County Public Health, offered a public health perspective on the benefits of Safe Routes to School and support for the SR2S program.

George Gwynn opposed the proposed VRF increased plan.

Kurt Hahn, President of Solano Taxpayer Group, addressed his opposition to STA's expanded authority proposed developer's fee and the proposed VRF increased plan.

Rod Forroggiaro commented on the impacts the proposed fee increase would have on fixed- and low-income people (senior and disabled), the people who cannot afford the tax burden.

Mike Hudson commented that the proposed fee increase is a temporary solution to a temporary problem. He cited that this is the wrong time for the measure.

Rochelle Sherlock, Senior Coalition and a resident and a bicyclist of Solano County, addressed her support in putting the proposed increased in vehicle registration fee on the November ballot. She shared her perspective on all the categories specifically for the senior population. She stated that the seniors face many challenges in the transportation system and she believes that it would be cheaper for seniors to pay an extra \$10 to allow them to be in a more livable community, have improved quality of life, and to live independently.

Les Darbison, Vacaville resident, opposed the proposed VRF increase plan and stated that it is not cost effective.

Jack Batson, City of Fairfield resident and former Councilmember, asked several questions and indicated his support for the VRF plan and need to fix local streets.

Tracee Stacy, a Vacaville resident, echoed Rochelle Sherlock's comments and stating that the \$10 vehicle registration fee increase would be the best investment to improve the quality of life in Solano County.

**Additional Board Comments:**

Board Member Augustine clarified a comment made by Monica Brown regarding school buses. He clarified that school buses are not a part of the Safe Routes to School element in the Expenditure Plan. He also noted that it's not a good time to put the vehicle registration fee on the ballot because of the number of other tax initiatives that are on the ballot. He stated we will lose public trust.

Board Member Vick explained that Rio Vista does not have the money to repair their roads. She stated that pavement and management inventory is the lowest in the county and is in poor condition. Streets and roads are Rio Vista's highest priority. In addition, she stated that Safe Routes to School is an issue because Highway 12 comes through the town. She proposed the option for Rio Vista to receive \$20,000, not the \$8,000. She indicated that she is conflicted, the timing is not the best, particularly for Rio Vista, because they are facing other initiatives (water and sewer), but supports the issue because of the great needs and if the public does not like it, they will not vote for it.

Board Member Batchelor stated he supports the proposal, specially the Safe Routes to School Program due to three major road crossings in Dixon which need to have protection for the school kids. He cited that the City of Dixon supplements the school district in funding for the crossing guards, but because of the fiscal situation, there is no money for that. He stated that as an elected official, he has the responsibility to provide a safe environment for everybody. He cited that we need to start taking action for ourselves and start doing things local; more local control. He added that the City of Dixon also has a high senior population who travels in and out of town for medical care. He wants to make sure that all these services are made available to Dixon residents. In closing, he stated that he would like to move forward in putting this measure on the ballot.

Vice Chair Price commented on three categories of the plan. He stated that our infrastructure will continue to deteriorate. He suggested that we pay careful attention to the proposal that is before us to be self-help. He indicated that his real concern is the senior and disabled. He stated that as our population continues to age, the county needs to provide more for the seniors. He cited that the Safe Routes to School Program is a given and we shouldn't have to debate the need for that.

Board Member Spering echoed the comments made by Board Member Batchelor and Vice Chair Price. He thanked all the speakers for addressing good points. He proceeded by providing a brief history of what State Legislators has done in the past including when they reduced vehicle licensing fees causing the state to lose 4-5 billion dollars to the cities. He noted the transfer of the sales tax on gasoline. He stated that in 2002, Governor Davis in the TDA statute created a \$6.5 billion program diverting funds and institutionalizing Prop. 42 which caused another \$1.4 billion loss to the cities and counties. Then he commented that the signing of Governor Davis in 2000 approving dramatic increases in pension benefit costs which caused another shift of billions. He asked what does all of this do, it causes us locally to fight over \$10.00. He continued by commenting on the State Legislators spending general funds on the very thing that we are trying to accomplish. He stated that the tax payer groups are right on target, but they are preaching to the wrong audience. He cited that the cities and counties are in survival mode. He concluded by stating that if the infrastructure continues to deteriorate in our

county, which it will, we will lose property value which would be a greater loss than investing on the proposed VRF fee increase of \$10.00. He concluded by addressing his support to place the measure on the ballot for the voters to decide.

At the conclusion of the Board comments, Daryl Halls cited that the next step is for the STA Board to schedule a Special Board Meeting before the August 6<sup>th</sup> to decide whether to place the measure on the ballot or not. He also stated that the other purpose of the Special Meeting is to get further direction from the Board on the Expenditure Plan if they to go forward or not.

Board Member Sperring requested that staff bring back an option of the lower rate for the Senior and Disabled only to provide the Board a clearer understanding of the different options. He stated that he would like to see more discussion on this.

Board Member Patterson cited that the Senior and Disabled polled the least and received the lowest support in Benicia. She thanked the public for addressing their issues but she asked that they give democracy a chance. She stated that there are successful local ballot measures being passed throughout the State of California. She cited that people understand that now is the time to do the investment on education and infrastructure and some public health issues that can be the responsibility on a local level. She noted that she is confident that a fair case will be made through a democratic process as we go out to the public with a majority of the vote.

Board Member Augustine stated that the issue still is the fact that the State continues to take our money and we need to send a strong signal to Sacramento that we are not happy about it.

Board Member Davis commented on the frustrations generated by the general public when it comes to increased taxes. He stated that he does not usually support higher taxes but he feels the need to do what is best for the citizens of his community and their quality of living and their ability to navigate their streets and roads and whatever else is involved. He also cited that Sacramento is out of control and that it filters down to the local level and is willing to take the ire of his constituents in doing what he thinks is in the best interest of his community. He also stated that he still doesn't know if he supports putting the measure on the ballot only because the City of Vallejo is struggling itself in putting a separate tax measure on the ballot right now and he doesn't know if he wants to be struggling with two tax measures in his community at the same time. He concluded by stating that he general feels that if you talk about transparency and the public right to participate, putting it on the ballot is the best way.

***Chair Sanchez called for a 10-minute recess at 8:15 p.m.***

***The meeting reconvened at 8:30 p.m.***

**B. Locally Preferred Alternative for the I-80/I-680/State Route (SR) 12 Interchange Project**

Janet Adams provided an overview of the locally preferred alternative for the I-80/I-680/State Route (SR) 12 Interchange Project. She noted that Caltrans is preparing to release this document for public review and comment in July or August of this year. She stated that staff is recommending the STA Board inform Caltrans that Alternative C (and Alternative C-1), which would realign I-680 with SR 12 west, as the locally preferred alternative for this project.

**Public Comments:**

Monica Brown noted her opposition to this alternative.

**Board Comments:**

Board Member Spering commented on the benefits of the project alignment with SR 12 which would reduce congestion. He noted that this project would improve air quality.

Board Member Patterson commented on the noise impacts and its tradeoffs.

Recommendation:

Authorize the Executive Director to send a letter to Caltrans to inform them STA has identified Alternative C (and Alternative C-1) as the locally preferred alternative and to include this information in the Draft EIS/EIR for public review and comment.

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

**C. Solano County Transit Joint Powers Agreement – Consolidation of Benicia and Vallejo Transit Services**

At the request of STA staff, this item was pulled until the next meeting in September.

**X. ACTION FINANCIAL ITEMS**

**A. STA' Fiscal Year (FY) 2010-11 Budget Revision and FY 2011-12 Proposed Budget**

Daryl Halls presented the proposed budget revision for FY 2010-11 and the proposed budget for FY 2011-12. He reported that the FY 2010-11 Budget Revision is balanced, with the proposed changes to the approved budget modified from \$42.66 million to \$41.14 million, a \$1.53 (3.6%) million reduction. He added that this is due to new funds and anticipated amount of funds carryover from FY 2009-10 for the continuation of projects and anticipated project delivery expenditures.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Approve the following:

1. Adopt the STA's FY 2010-11 Budget Revision as shown in Attachment A; and
2. Adopt the STA's FY 2011-12 Proposed Budget as shown in Attachment B.

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

**I. INFORMATIONAL – NO DISCUSSION**

**A. Regional Transportation Improvement Fee (RTIF) Update**

**Public Comment:**

George Gwynn commented he is opposed to any more fees.

**B. PM 2.5 Hotspot Analysis Follow-up**

**C. Legislative Update**

**D. Funding Opportunities Summary**

**E. STA Board Meeting Schedule for 2010**

**XII. BOARD MEMBER COMMENTS**

**XIII. ADJOURNMENT**

The meeting was adjourned at 8:50 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, September 8, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested by:



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**Johanna Masielat**  
Clerk of the Board

**Date**



DATE: July 28, 2010  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Bill Gray, Gray-Bowen, Inc.  
Robert Macaulay, Director of Planning  
RE: Adoption of Vehicle Registration Fee (VRF) Expenditure Plan –  
Transportation Improvement Plan

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**Background:**

In 2009, the State Legislature approved and the Governor signed Senate Bill (SB) 83 (Hancock) which authorizes Congestion Management Agencies (CMAs) to place a countywide measure before the county's voters to propose raising the motor vehicle registration fee up to \$10 to fund projects benefitting or mitigating the effects of automobile congestion. For Solano County, each \$1 in motor vehicle registration fee would generate an estimated \$320,000 per year, or up to \$3.2 million per year if a \$10 fee is enacted. SB 83 requires a majority vote of the electorate for passage.

At the STA Board meeting of April 14, 2010, the Board acted on a recommendation by the State Transportation Improvement Authority (STIA) Board to authorize staff to collect additional data and/or initiate feasibility studies for several new revenue options. One of the recommended revenue options was to evaluate the feasibility of Solano County voter receptivity to a Vehicle Registration Fee (VRF) as authorized by the passage of SB 83. As part of this action, the Board directed staff to focus public opinion polling for the potential Expenditure Plan on the following three categories: repair and maintenance of local streets and roads (fixing potholes), safe routes to school, and senior and disabled mobility.

On June 15, 2010, the Solano Transportation Improvement Authority (STIA) Board was presented the summary results of a public opinion poll of 804 likely Solano County voters conducted by EMC Research. Alex Evans of EMC Research presented the results and responded to questions.

In order to prepare a potential SB 83 Expenditure Plan in a timely manner, STA retained the consultant firm of Gray-Bowen to assist in this effort. At the Board meeting, Bill Gray of Gray-Bowen presented a list of Expenditure Plan categories and six options, including an option not to proceed forward with an Expenditure Plan. A public input process was also outlined that included a series of meetings and opportunities for public input with various advisory committees (Attachment E) and meetings with various stakeholders. The STIA Board recommended staff and the consultant prepare a draft Expenditure Plan focused on option #1 that includes a proposed \$10 VRF and funding for all three categories.

On July 14, 2010, the STA Board held a public input meeting on the subject of the VRF expenditure plan. A total of eleven individuals testified on the proposed expenditure plan categories and whether the STA Board should vote to place the measure on the November 2010 ballot for consideration by Solano County voters. In addition to the Expenditure Plan option #1 previously requested for the Expenditure Plan, the Board requested staff also provide a couple of other options that would include an expenditure plan for only Senior and Disabled Mobility and Safe Routes to School, and only Senior and Disabled Mobility.

The deadline for adopting the expenditure plan and forwarding the resolution, expenditure plan and finding of fact to the Solano County Registrar of Voters for placement on the November 2, 2010 ballot is August 6, 2010.

**Discussion:**

The draft Solano Vehicle Registration Fee Expenditure Plan (option #1) focuses on the three initial expenditure plan priorities identified by the Board:

1. Repair and Maintenance of Local Streets and Roads
2. Safe Routes to School
3. Senior and Disabled Mobility

This approach strives to dedicate resources to assist all three identified transportation needs and priorities of the STA Board. At the July 14<sup>th</sup> STA Board workshop, staff presented a draft Expenditure Plan consistent with Expenditure Plan option #1 identified by the Board with the following funding formula allocation:

Repair and Maintenance of Local Streets and Roads:	50%
Safe Routes to School:	25%
Senior and Disabled Mobility:	20%
Administration of the VRF:	5%

Based on input from the Board, the recommended VRF Expenditure Plan has been modified with the Administration of the VRF to be limited to up to 5% per SB 83 and the balance of the fee to be allocated via the following formula:

Repair and Maintenance of Local Streets and Roads:	50%
Safe Routes to School:	25%
Senior and Disabled Mobility:	25%

This revised formula would increase the amount of annual funding available for Senior and Disabled Mobility programs (from \$640,000 to \$760,000) and decrease the amount of funds for Maintenance of Local Streets and Roads (from \$1.6 million to \$1.52 million) and Safe Routes to School (\$800,000 to \$760,000).

## **DISCUSSION OF VRF EXPENDITURE PLAN CATEGORIES**

### **1. REPAIR AND MAINTENANCE OF LOCAL STREETS AND ROADS**

Solano County's average Pavement Condition Index (PCI) for its local streets and roads has dropped 6 points from almost "good" to "fair" since 2000. Pavement that is in very poor condition is the most expensive to rehabilitate. If these trends continue, Solano County local streets and roads PCI will reach "at-risk" status (below 60 PCI), potentially multiplying current street rehabilitation costs by five times. The current countywide PCI is at 63.6 with three cities already with PCI rating at "risk" or "poor." These cities have already reached the more expensive road rehabilitation stages for many of their streets.

Based on a proposed \$10 VRF and dedication of 50% of the fee revenues to maintenance of local streets and roads, this would provide an estimated \$1.52 million in annual funds for this purpose. STA staff discussed two options for the allocation of maintenance of local streets and roads funds with the STA's Technical Advisory Committee (TAC), which is comprised of the cities' and county public works directors.

The first option was to allocate the funds utilizing the existing local streets and roads distribution formula adopted by the Metropolitan Transportation Commission (MTC) and STA Board for the allocation of federal cycle funds. This is based on 25% population, 25% lane-miles, 25% agency street rehabilitation shortfalls, and 25% preventative maintenance spending. However, under this option, several smaller cities would only receive between \$22,000 and \$57,000 per year. This would result in smaller cities having to wait between 5 to 10 years to accumulate enough VRF funds for a meaningful road rehabilitation project.

The second option sets aside a \$75,000 per year minimum for all agencies, speeding up the delivery of road rehabilitation projects countywide. This reduces larger city shares by less than 1 %, while increasing smaller city share to a more meaningful amount.

At their meeting of June 30th, the TAC unanimously recommended the Board consider option 2 for the allocation of maintenance of local streets and roads funds. This topic was also reviewed by the STA's Bicycle Advisory Committee and Pedestrian Advisory Committee without any changes to the recommendation provided for by the TAC.

The draft VRF expenditure plan recommends option 2 with a minimum of \$75,000 per jurisdiction. This option is highlighted in Attachment A.

### **2. SAFE ROUTES TO SCHOOL**

In 2008, the STA Board adopted a Safe Routes to School (SR2S) Plan in partnership with the seven cities, seven school districts, the County of Solano, and the Solano County Office of Education. The STA has been able to obtain \$1.3 million in one-time grants to fund SR2S activities over the next two fiscal years.

Without a new local funding source, it is estimated that SR2S funding will be reduced to 20% of planned capacity by Fiscal Year (FY) 2012-13. In addition, the SR2S grants also place restrictions on what SR2S activities can be funded. For example, radar speed signs and crossing guards, two priorities identified in the STA's SR2S plan, are ineligible for the majority of the grants funding currently available.

A 25% share of the projected VRF funding under Expenditure Plan option# 1 would generate an estimated \$760,000 per year for the Safe Routes to School Program. Staff discussed two options with the STA TAC and the Safe Routes to School Advisory Committee for the allocation of Safe Routes to School funding (Attachment B). The first option would set aside \$100,000 for a countywide school crossing guard program to equip, train and hire crossing guards and \$240,000 for the STA's SR2S Education and Encouragement Program. This would enable STA to expand the SR2S Program to all of Solano County's schools. The remaining \$420,000 in SR2S funding would be allocated using enrollment from the most recent fiscal year enrollment statistics by local community.

The second option includes the \$100,000 for the Countywide Crossing Guard Program and \$240,000 for the STA's SR2S Education and Encouragement Program and would establish a local community share minimum of \$20,000 for Rio Vista and \$40,000 for other communities. The intent of the minimum amount of funding is to assist local agencies in building smaller SR2S projects that are currently ineligible for SR2S grants in a realistic timeframe. Under both options, it is recommended that these SR2S funds would only be accessible if local agencies submit project and program improvement plans through partnerships between the cities/County and the school districts.

The TAC reviewed both options and recommended Expenditure Plan option #2 to provide a minimum of \$20,000 for Rio Vista and a \$40,000 minimum for the other jurisdictions and to align the minimum allocation based on student enrollment within city boundaries rather than school district boundaries. The Safe Routes to School Advisory Committee also reviewed these options and supported the allocation based on city boundaries. Members of the Committee recommended reducing the Crossing Guard Program by \$50,000 and allocating the additional \$50,000 back to the communities, but other members of the Committee supported leaving the Crossing Guard Program at the \$100,000 level.

The draft VRF Expenditure Plan keeps Expenditure Plan option #2 intact with \$100,000 for the Countywide Crossing Guard Program, \$240,000 for SR2S Education and Encouragement and \$420,000 for SR2S at the community level allocated based on school enrollment.

### 3. SENIOR AND DISABLED MOBILITY

At the same time as transit resources are diminishing, the proportion of the population in Solano County made up of seniors is expanding, and is doing so faster than is the general population. The projected number of older adults in Solano County will increase from 48,200 to 76,800 over the next ten years (an increase of 60%). Over this same timeframe, Solano County's disabled population is projected to increase from 8,570 to 11,500 (an increase of 35%). Currently, 64% of senior and disabled transportation in Solano County is dependent upon local Transportation Development Act (TDA) funding. Over the last two years, due to the State fiscal crisis and lagging economy, TDA revenues in Solano County have dropped by 10%. This has impacted Solano County's ability to maintain current services and ability to plan for the future demand for senior and disabled mobility needs.

Staff presented four options for the allocation of an estimated \$640,000 (20% of VLF funds) in annual Senior and Disabled Mobility funding (Attachment E). Option 1 proposes to allocate the funding to each transit operator based on the share of senior and disabled residents located within the jurisdiction served by the transit operator.

Option 2 proposes to distribute the funding with a minimum amount of \$50,000 for the smaller cities and the unincorporated County with the remaining funds to be distributed using the number of senior and disabled residents located within each jurisdiction.

Option 3 proposes to dedicate all of the Senior and Disabled Mobility to funding the Solano Intercity and local taxi scrip program and to funding a reduced price Senior and Disabled Fare Program.

Option 4 proposes to dedicate \$320,000 (50%) of the Senior and Disabled funding for the Intercity Taxi Scrip Program and reduced Senior and Disabled Fare Program. The remaining 50% would be distributed back to each operator based on the share of senior and disabled population with a minimum of \$25,000 for smaller cities and the unincorporated County.

The Solano Express Transit Consortium met on June 30<sup>th</sup> and reviewed and discussed the four options for allocating the Senior and Disabled Mobility funds. The Consortium recommended the Board consider a modified version of Expenditure Plan option #3 (option #5) that allocates the funding on a countywide basis, but expands the eligible funding categories to include the following:

- Intercity and/or local subsidized taxis services for ambulatory and/or non-ambulatory passengers
- Reduced price senior and disabled fares
- Purchase of paratransit vehicles
- Senior shuttles
- Non-profit mobility programs to assist the disabled and seniors

The Senior and Disabled Mobility category of the proposed VRF Expenditure Plan was discussed at a June 24<sup>th</sup> meeting of the STA's Senior and Disabled Advisory Committee. At the meeting, the Committee opted to appoint a Subcommittee to discuss the Senior and Disabled Mobility category of the VRF Plan in more detail and to provide a specific recommendation to the STA Board. The Subcommittee met on July 12<sup>th</sup> and concurred with the modified option with the same categories specified by the Transit Consortium.

The Paratransit Coordinating Council (PCC) met on July 15<sup>th</sup> and concurred with the countywide approach for allocating the funding and the five categories identified by the Transit Consortium. Several member of the PCC indicated that the Intercity and/or local subsidized taxis services for ambulatory and/or non ambulatory and reduced price senior and disabled fares were high priorities.

The draft VRF Expenditure Plan includes this option for allocating the estimated \$760,000 in annual Senior and Disabled Mobility funds.

#### **DRAFT VRF EXPENDITURE PLAN – Attachment D**

Staff has developed a draft Solano Vehicle Registration Fee (VRF) Expenditure Plan based on the direction of the STA Board and the advisory committees and public comments received to date. The plan contains the following sections:

- A. Purpose of the Expenditure Plan
- B. Statutory Authorization and Requirements
- C. Programmatic Expenditures
- D. Governing Board and Organizational Structure

Specifically staff is seeking direction from the STA Board on the programmatic expenditure section of the plan which has been outlined. The decision to approve the resolution and finding of fact placing the VRF expenditure plan on the ballot is included as a separate staff item.

#### **OTHER EXPENDITURE PLAN OPTIONS**

At the July 14<sup>th</sup> STA Board meeting, the Board directed staff to bring back options for discussion that would just fund either Senior and Disabled Mobility and/or Safe Routes to School and Senior and Disabled Mobility. These options would be similar to the draft VRF Expenditure Plan with the exclusion of the Repair and Maintenance of Local Streets and Roads category. The amount of fee could be reduced to \$5 to be in line with the amount specified in the draft VRF Expenditure Plan for Senior and Disabled Mobility, or Senior and Disabled Mobility and Safe Routes to School, or the fee could remain at the \$10 VRF level with the funding for each category increased from \$760,000 to \$1.52 million.

#### **FLEXIBILITY BETWEEN CATEGORIES AND AMENDMENTS TO THE PLAN**

One of the follow-up discussions requested by the Board was the issue of flexibility. The Expenditure Plan does include a provision pursuant to future amendments to the Plan. As proposed, this would limit expenditures to the three specified categories of maintenance of local streets and roads, safe routes to school, and senior and disabled

mobility, but would provide the flexibility for a local jurisdiction to request modifying the funding between categories for a specific year or multiple years, subject to the approval of the STA Board. A future amendment to the Expenditure Plan would require approval by two-thirds vote of the STA Board, representing a majority of the population, plus a 45-day public notification period and opportunity to provide comment.

**Fiscal Impact:**

SB 83 authorizes up to 5% of the fee to be dedicated to administering the fee. This is projected to cover the cost for the annual audit, for the State Department of Motor Vehicles to set up the VRF fee, and to administer the fee and the allocation of funds.

**Recommendation:**

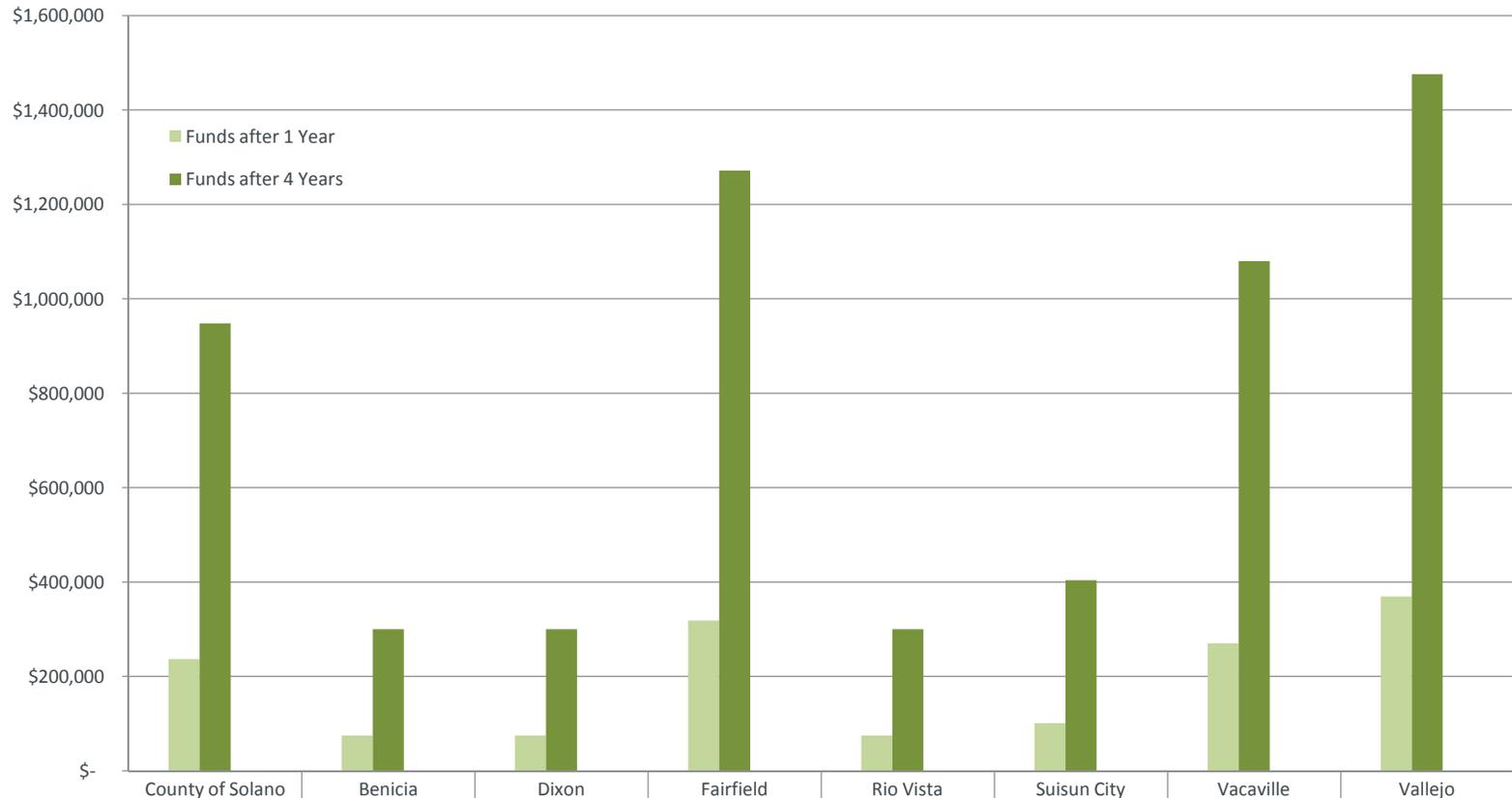
Approve the Solano Transportation Authority Vehicle Registration Fee Expenditure Plan as specified in Attachment D.

Attachments:

- A. Allocation of Maintenance of Local Streets and Roads Funds by Jurisdiction
- B. Allocation of Safe Routes to School Funding by Jurisdiction
- C. Senior and Disabled Mobility Eligible Expenditures and Funding
- D. Draft STA Vehicle Registration Fee (VRF) Expenditure Plan - Dated July 29, 2010
- E. Summary Advisory Group Input – 7/26/10

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**SOLANO TRANSPORTATION AUTHORITY  
VEHICLE REGISTRATION FEE (VRF) EXPENDITURE PLAN  
50% for Local Streets and Roads Repair and Maintenance**

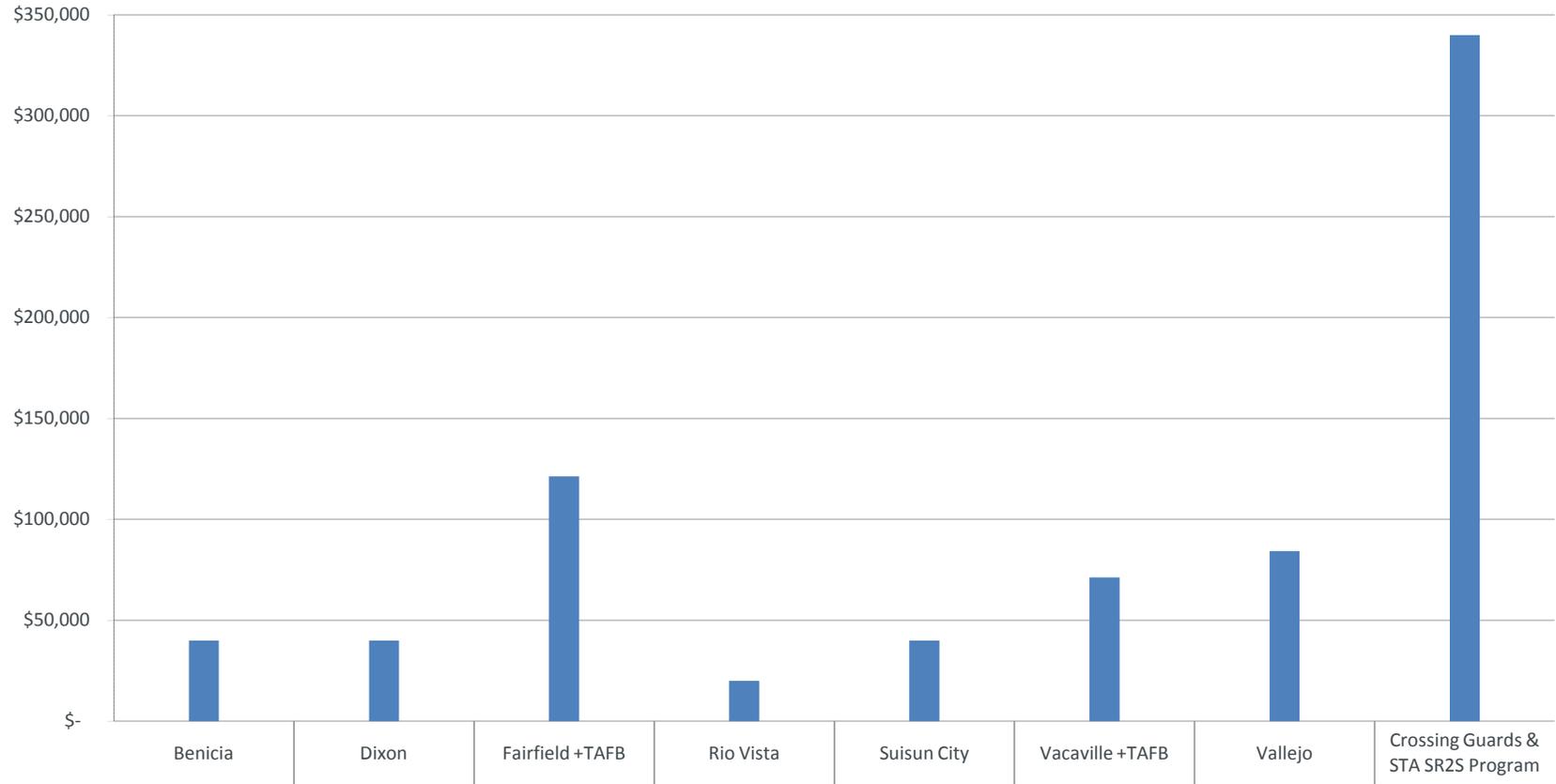


	County of Solano	Benicia	Dixon	Fairfield	Rio Vista	Suisun City	Vacaville	Vallejo
Funds after 1 Year	\$237,000	\$75,000	\$75,000	\$318,000	\$75,000	\$101,000	\$270,000	\$369,000
Funds after 4 Years	\$948,000	\$300,000	\$300,000	\$1,272,000	\$300,000	\$404,000	\$1,080,000	\$1,476,000
% share with 75k min	15.59%	4.93%	4.93%	20.92%	4.93%	6.64%	17.76%	24.28%

This graph shows distribution of Agency Shares of \$1.52 M (1 year & 4 years projections) by formula with \$75k annual minimums for Benicia, Dixon, and Rio Vista

\* Formula used for distribution of funding is the Metropolitan Transportation Commission's (MTC) Local Streets & Roads Formula: 25% Population, 25% Lane-miles, 25% agency street rehabilitation funding shortfall, 25% preventative maintenance spending.

**SOLANO TRANSPORTATION AUTHORITY  
VEHICLE REGISTRATION FEE (VRF) EXPENDITURE PLAN  
25% for Safe Routes to School**

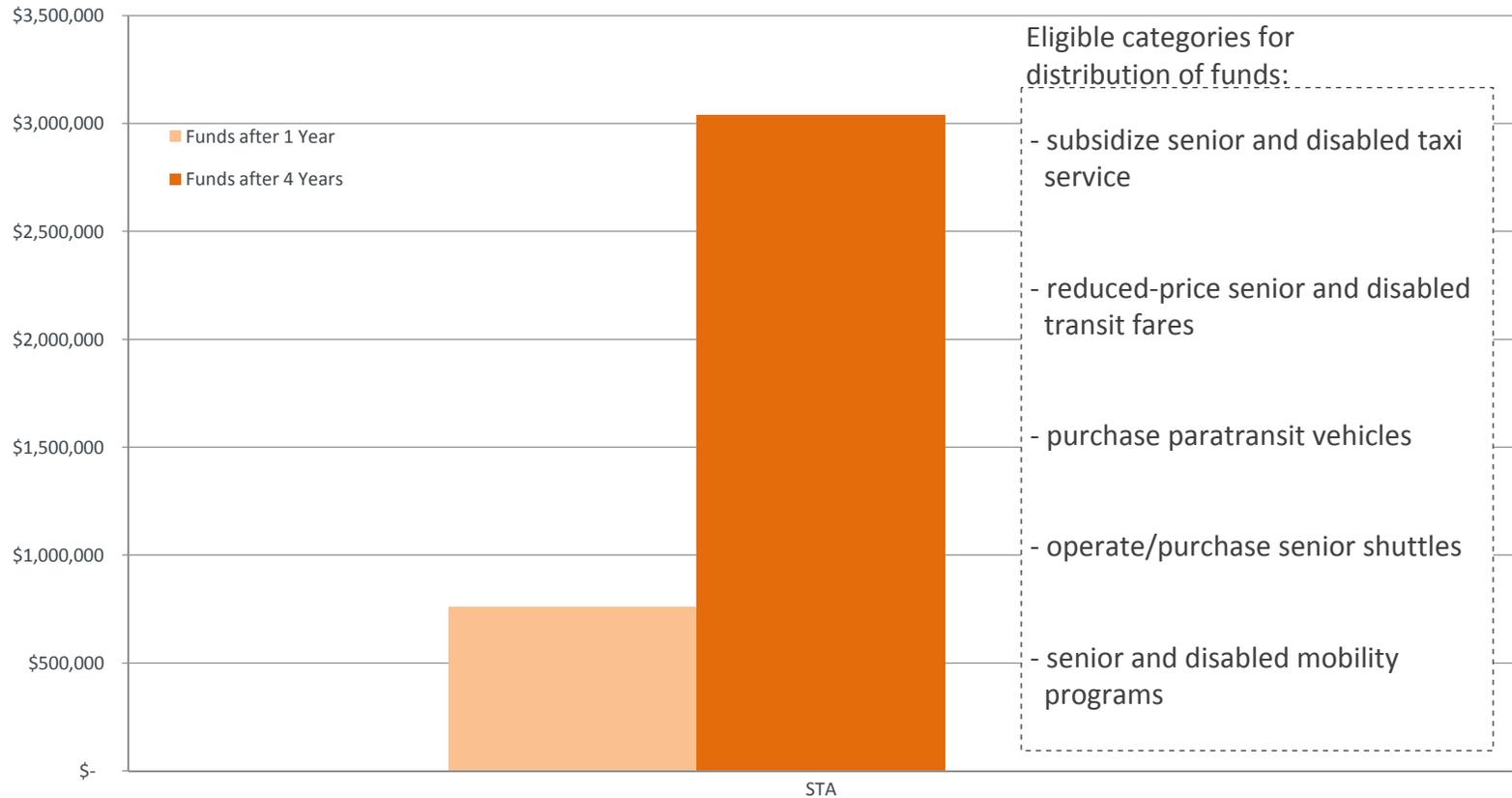


	Benicia	Dixon	Fairfield +TAFB	Rio Vista	Suisun City	Vacaville +TAFB	Vallejo	Crossing Guards & STA SR2S Program
Funds after 1 year	\$40,000	\$40,000	\$121,268	\$20,000	\$40,000	\$71,268	\$84,268	\$340,000
2008-09 Enrollment	4,959	4,089	22,693	1,137	2,683	14,469	16,672	
Percent Share	5%	5%	16%	3%	5%	9%	11%	45%

This graph shows distribution of City-based student enrollment shares of \$760,000 with \$100,000 for Countywide Crossing Guard Program and \$240,000 for Countywide STA SR2S Education and Encouragement Program; Annual Minimum Shares to communities: \$40k for Benicia, Dixon, and Suisun City; \$20k for Rio Vista

\* The student enrollment from the Travis Unified School District has been added to either Fairfield's student enrollment or Vacaville's student enrollment to

**SOLANO TRANSPORTATION AUTHORITY  
VEHICLE REGISTRATION FEE (VRF) EXPENDITURE PLAN  
25% for Senior and Disabled Mobility**



Funds after 1 Year	\$760,000
Funds after 4 Years	\$3,040,000
Percent Share	100.00%

This graph shows distribution of \$3.04 M (1 year & 4 years projections); funds are to be allocated by the STA Board with recommendation from the STA's Senior and Disabled Advisory Committee

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**SOLANO TRANSPORTATION AUTHORITY  
VEHICLE REGISTRATION FEE  
EXPENDITURE PLAN**

**A. Purpose of the Expenditure Plan**

The Solano County Vehicle Registration Fee Expenditure Plan (Plan) will guide the annual expenditures of the funds generated by a \$10 per year vehicle registration fee (Fee), if approved by voters in the November 2010 general election. Solano County has significant unfunded transportation needs, and this Fee would provide funding to meet some of those needs. It is expected that this Fee will generate approximately \$3,200,000 per year.

The Fee would be administered by the Solano Transportation Authority (STA). The goal of this Plan is to support transportation investments in a way that sustains the transportation network and reduces traffic congestion and vehicle-related pollution in Solano County and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo (County). The Fee would be a key part of an overall strategy to develop a balanced, well thought-out program that improves transportation, mobility and safety for the County's residents. The Fee will fund programs that:

- Repair and maintain local streets and roads in the County.
- Support programs and projects identified in the Solano Safe Routes to Schools Plan.
- Support programs and vehicle acquisition for Senior and Disabled Mobility.

The Plan would have the following specific elements:

- All of the money raised by the Fee would be used exclusively for transportation projects and programs in the County.
- None of the funds raised can be taken by the State.
- Projects and programs included in the Plan must have a relationship or benefit to the owner's of motor vehicles paying the Fee. Those elements contained in the Plan have demonstrated that relationship.
- The Plan will help fund roadway repairs and maintenance that make roads in the County safer, more efficient and less congested for motorists, bicyclists and pedestrians.
- The Plan will establish a reliable source of funds to implement the Solano Safe Routes to Schools Plan in order to reduce traffic congestion and increase safety for children bicycling and walking to and from schools.
- The Plan will establish a reliable source of funds for Senior and Disabled Mobility services in order to reduce congestion related to individual operation of vehicles typically used for transportation of seniors and the disabled.
- The Plan will provide matching funds for revenue made available from other sources for the programs eligible for and included in the Plan.

## B. Statutory Authorization and Requirements

The opportunity for a Countywide transportation agency, such as the STA, to place this Fee before the voters was authorized in 2009 by the passage of Senate Bill 83, authored by Senator Loni Hancock. The STA Board may choose to place a transportation measure (Measure) on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements throughout the County, as specified in the Plan. A simple majority vote of the electorate is required to adopt this Fee.

The statute requires that the Fee collected be used only to pay for programs and projects that bear a relationship or benefit to the owners of motor vehicles paying the Fee, and that the expenditures be consistent with a regional transportation plan. The Fee will be imposed on each annual motor-vehicle registration or renewal of registration in Solano County occurring on or after six-months following the November 2, 2010 general election, where the Measure was approved by the voters, for an unlimited period, unless otherwise terminated by the voters of Solano County. To implement this Fee, the statute requires the governing board of the STA to adopt an Expenditure Plan. The statute also requires the ballot measure resolution be approved by majority vote of the STA Board at a noticed public hearing. The Joint Powers Agreement establishing the STA further requires that the STA Board vote also represent the majority of the population in Solano County.

## C. Programmatic Expenditures

The Plan identifies three types of programs that will receive funds generated by the Fee. Below are descriptions of each program and the percentage of the annual revenue that will be allocated to each program. In addition, pursuant to California Government Code section 65089.20, up to five percent (5%) of the fee collected would be used for Plan administration and accountability, including the cost of annual audits. The remaining funds will be distributed as follows:

Local Streets and Roads Repair and Maintenance	50%
<hr/>	
<ul style="list-style-type: none"><li>• Repair and maintain local streets and roads. This covers all portions of the roadway, including curb and gutter or roadway shoulder. Repair and maintenance of sidewalks may only be included as a part of a local street and road rehabilitation project.</li><li>• Repair, maintain and install traffic control signs, signals and controllers.</li><li>• Repair, maintain and install signing and striping on roadways, including traffic and bicycle lanes and crosswalks.</li><li>• Repair, maintain and install street lights.</li><li>• Repair, maintain and install accessibility improvements to meet federal and state requirements.</li><li>• Revenue estimate - \$1,520,000 per year.</li><li>• Revenue distribution – direct return to source based upon the following formula: each jurisdiction will receive a minimum of \$75,000; remaining funds will be distributed by formula based upon 25% jurisdiction population, 25% jurisdiction lane-miles, 25% jurisdiction street rehabilitation funding shortfalls, 25% jurisdiction preventative maintenance expenditures on local streets and roads repair and maintenance.</li></ul>	

- Install and maintain radar feedback signs near schools.
- Install, improve and maintain bicycle and pedestrian facilities near schools.
- Improve rail, highway and road crossings near schools.
- Hire, train and equip crossing guards.
- Provide for additional traffic enforcement near schools.
- Conduct bicycle and pedestrian safety programs, and education and encouragement programs consistent with the Solano Safe Routes to Schools Plan.
- Revenue Estimate - \$760,000 per year.
- Revenue distribution –\$240,000 for countywide education and encouragement program; \$100,000 for countywide crossing guard program; remaining funds will be allocated with a minimum \$20,000 per year for the City of Rio Vista, and a minimum of \$40,000 for all other Solano County cities, with remaining funds distributed by formula based upon the city’s proportion of enrolled school-age children. Projects selected for funding must be identified in the Solano Safe Routes to School Plan, and will be approved by the STA Board based on the submittal by each community’s Safe Routes to School Committee, including the participation of each City and School District.

- Intercity and/or local subsidized taxi service for ambulatory and/or non-ambulatory transit.
- Reduced-price senior and disabled transit fares.
- Purchase of paratransit vehicles.
- Purchase and/or operation of Senior Shuttles.
- Mobility programs (public and non-profit) to assist the disabled and seniors.
- Revenue estimate - \$ 760,000 per year.
- Revenue distribution – funds to be allocated by STA Board with recommendation from the STA’s Senior and Disabled Advisory Committee.

## D. Administration of Plan

### 1. Annual Budget Financial Projections

The Annual Budget, adopted by the STA each year, will project the expected Fee revenue, other anticipated funds and planned expenditures for administration and programs.

### 2. Annual Report

The STA shall complete an Annual Report, which shall be made available to the public and will include the following:

- Revenues collected
- Expenditures by programs, including distribution of funds within each program, and administrative costs

- Accomplishments and benefits realized by the programs
- Proposed projects for funding in each program
- Project sponsors receiving funds through this Plan will be required to provide an annual report to the STA that specifies funds expended and the progress of projects and programs funded by this plan.

Before adopting the Annual Report, the STA will hold a public meeting and will address public comments on the Annual Report.

### **3. Use of Proceeds**

The proceeds of the Fee shall be spent only inside the limits of Solano County. None of the proceeds, outside of the costs incurred by the Department of Motor Vehicles to collect the fee, shall be taken by the State.

### **4. Amendments to the Plan**

It is expected that the Plan may be amended from time to time. Amendments to the Plan shall be limited to the three funding programs specified in Section C (Programmatic Expenditures). Amendment to the Plan shall be approved by a two-thirds vote of the STA Board, representing the majority of the population of Solano County. Prior notice will be provided to the City Clerks of the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the Clerk of the Board of the County of Solano. A minimum of 45-days notice and an opportunity to provide public comment on any proposed Plan amendment will be provided prior to its adoption.

### **5. Option to Bond**

The STA shall be authorized to issue bonds for the purposes of implementing the Plan. The bonds will be paid with the proceeds of the Fee. The costs associated with bonding will be borne only by programs in the Plan utilizing the bond proceeds. The costs and risks associated with bonding will be presented in the STA's Annual Budget and will be subject to public comment before approving a bond sale.

7/30/2010 8:11 AM

## SUMMARY OF ADVISORY GROUP INPUT INTO SOLANO COUNTY TRANSPORTATION IMPROVEMENT MEASURE EXPENDITURE PLAN

Date	Meeting
June 24	<a href="#">Senior &amp; Disabled Transportation Advisory Committee</a> Selected a subcommittee to further discuss the details of the plan on July 12th
June 30	<a href="#">STA SolanoExpress Transit Consortium</a> Senior & Disabled Mobility Category: Agreed on elements as listed, and proposed Option 5 for funding distribution (countywide, with all 5 elements eligible): <ul style="list-style-type: none"> <li>• Intercity and/or local subsidized taxi services for ambulatory and/or non-ambulatory passenger</li> <li>• Reduced price senior and disabled fares</li> <li>• Purchase of paratransit vehicles</li> <li>• Senior Shuttles</li> <li>• Mobility programs (public and non-profit) to assist the disabled and seniors</li> </ul>
June 30	<a href="#">STA Technical Advisory Committee</a> <b>Local Streets &amp; Roads Category:</b> Agreed on elements as listed with minor changes, and Option 2 for funding distribution minimum per agency of \$75K/year, with the proposed distribution formula of 25% population, 25% lane miles, 25% road maintenance expenditure and 25% local street and road maintenance backlog. <ul style="list-style-type: none"> <li>• Repair and maintain local streets and roads</li> <li>• Traffic signal maintenance and upgrades</li> <li>• Signing, striping and lighting on roadways</li> <li>• Fixing potholes</li> </ul> Requested review of actual DMV registrations by jurisdiction to determine impact on formula as a potential future factor.  <b>Safe Routes to School:</b> Agreed on elements as listed with minor change and Option 2 for funding distribution minimum per agency of

	<p>\$40K/year, except Rio Vista (\$20K minimum). Proposed funds to be allocated by jurisdiction rather than by school district boundaries, based on school enrollment in that jurisdiction.</p> <ul style="list-style-type: none"> <li>• Crossing guards</li> <li>• Radar speed detection signs</li> <li>• Improved bike and pedestrian paths near schools</li> <li>• Improved rail, highway, and road crossings near schools</li> <li>• Increased traffic enforcement near schools</li> <li>• Bicycle &amp; pedestrian safety programs</li> <li>• Education and encouragement programs</li> </ul> <p><b>Senior &amp; Disabled Mobility Category:</b>  Agreed on elements as listed, and proposed Option 5 for funding distribution (countywide, with all 5 elements eligible):</p> <ul style="list-style-type: none"> <li>• Intercity and/or local subsidized taxi services for ambulatory and/or non-ambulatory passenger</li> <li>• Reduced price senior and disabled fares</li> <li>• Purchase of paratransit vehicles</li> <li>• Senior Shuttles</li> <li>• Mobility programs (public and non-profit) to assist the disabled and seniors</li> </ul>
<p><b>July 8</b></p>	<p><a href="#"><u>Bicycle Advisory Committee</u></a></p> <p><b>Local Streets &amp; Roads Category:</b>  Agreed on elements as listed with minor changes, and Option 2 for funding distribution minimum per agency of \$75K/year, with the proposed distribution formula of 25% population, 25% lane miles, 25% road maintenance expenditure and 25% local street and road maintenance backlog.</p> <ul style="list-style-type: none"> <li>• Repair and maintain local streets and roads</li> <li>• Traffic signal maintenance and upgrades</li> <li>• Signing, striping and lighting on roadways</li> <li>• Fixing potholes</li> </ul> <p><b>Safe Routes to School:</b>  Agreed on elements as listed with minor change:</p> <ul style="list-style-type: none"> <li>• Crossing guards</li> <li>• Radar speed detection signs</li> <li>• Improved bike and pedestrian paths near schools</li> <li>• Improved rail, highway, and road crossings near schools</li> <li>• Increased traffic enforcement near schools</li> <li>• Bicycle &amp; pedestrian safety programs</li> </ul>

	<ul style="list-style-type: none"> <li>• Education and encouragement programs</li> </ul>
<p><b>July 12</b></p>	<p><a href="#">Senior &amp; Disabled Transportation Advisory VRF Subcommittee</a>, appointed by the Solano Senior and Disabled Transportation Advisory Committee. Agreed on elements as listed, with Option 5 for funding distribution (countywide, with all 5 elements eligible):</p> <ul style="list-style-type: none"> <li>• Intercity and/or local subsidized taxi services for ambulatory and/or non-ambulatory passenger</li> <li>• Reduced price senior and disabled fares</li> <li>• Purchase of paratransit vehicles</li> <li>• Senior Shuttles</li> <li>• Mobility programs (public and non-profit) to assist the disabled and seniors</li> </ul>
<p><b>July 13</b></p>	<p><a href="#">Countywide Safe Routes to School Advisory Meeting</a></p> <p>Attendees of the Countywide SR2S VRF meeting, including members of the STA's SR2S Advisory Committee, agreed on a third option for the SR2S VRF Expenditure plan, which includes shift of \$50,000 from a countywide crossing guard program to "return to source" funds:</p> <ul style="list-style-type: none"> <li>• \$50,000; Countywide Crossing Guard Program for training and equipment (excludes hiring crossing guards)</li> <li>• \$240,000; Safe Routes to School Education, Encouragement, and Enforcement programs, which includes: <ul style="list-style-type: none"> <li>○ Safety Assemblies, Bicycle Rodeos, and Walk 'n Roll program and other incentives</li> <li>○ Funding for increased police enforcement during school drop-off and pickup</li> </ul> </li> <li>• \$510,000; Return to Cities &amp; School Districts by student enrollment: <ul style="list-style-type: none"> <li>○ Radar Speed Detection Signs</li> <li>○ Improved bike and pedestrian paths and facilities at and near schools</li> <li>○ Improved rail, highway, and road crossing signs near schools</li> <li>○ Countywide expenditure categories are also eligible, including the flexibility to hire crossing guards.</li> </ul> </li> </ul> <p>No consensus could be reached regarding methods to distribute the \$460,000 of Return to Cities and School District funds by student enrollment. STA staff discussed that the STA is committed to ensuring that cities and</p>

	school districts collaborate to spend their funds on jointly planned priorities.
<b>July 14</b>	<a href="#">STA Board Public Workshop</a> 11 public comments were received. Board directed staff to schedule a special meeting to determine whether the Board will put the VRF on the November ballot.
<b>July 15</b>	<a href="#">Paratransit Coordinating Council</a> Taxi scrip and reduced fares are priorities. Agreed on elements as listed, with Option 5 for funding distribution (countywide, with all 5 elements eligible): <ul style="list-style-type: none"> <li>• Intercity and/or local subsidized taxi services for ambulatory and/or non-ambulatory passenger</li> <li>• Reduced price senior and disabled fares</li> <li>• Purchase of paratransit vehicles</li> <li>• Senior Shuttles</li> <li>• Mobility programs (public and non-profit) to assist the disabled and seniors</li> </ul>
<b>July 15</b>	<a href="#">Pedestrian Advisory Committee</a> Questions were asked, discussion held, no specific direction given on the expenditure plan.
<b>August 5</b>	<a href="#">STA Board Meeting</a>



DATE: July 29, 2010  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Bernadette Curry, Deputy Legal Counsel  
RE: Public Hearing to Consider Adoption of Resolution Submitting the Solano County Transportation Improvement Measure and the Required Findings of Fact

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**Background:**

In 2009, the State Legislature approved and the Governor signed Senate Bill (SB) 83 (Hancock) which authorizes Congestion Management Agencies (CMAs) to place a countywide measure before the county's voters to propose raising the motor vehicle registration fee up to \$10 to fund projects benefitting or mitigating the effects of automobile congestion. For Solano County, each \$1 in motor vehicle registration fee would generate an estimated \$320,000 per year, or up to \$3.2 million per year if a \$10 fee is enacted. SB 83 requires a majority vote for passage.

**Discussion:**

Following the STA's development and adoption of the Vehicle Registration Fee (VRF) Expenditure Plan, the final step for the STA Board to consider is the adoption of the following:

1. A Resolution of the Solano Transportation Authority Calling and Providing for a Special Election of November 2, 2010 to Submit the Solano County Transportation Improvement Measure to the Voters of Solano County
2. A Measure Providing for Transportation Improvement in Solano County Through a \$10 Vehicle Registration Fee
3. The Required Findings: Relationship of Benefit to Fee Payers and Consistency with Regional and Local Transportation Plans

The attached Draft Solano Transportation Authority Report on the Vehicle Registration Fee Expenditure Plan describes in greater detail both the need for the fee and the eligible expenditures (Attachment A).

Adoption of the Resolution by the STA Board would submit to Solano County's voters for a special election on November 2, 2010 the measure for the \$10 Vehicle Registration Fee (VRF) as described in the measure. The Resolution also includes the recommended ballot language and title (Attachment B).

The Measure (Appendix A to the Resolution) describes the title, purpose of the fee, contract with the Department of Motor Vehicles, use of proceeds, specifies no use of funds outside of Solano County, period of the fee, amendments, bonding authority, effective date, and severability.

The Required Findings describe the relationship and/or benefit of each proposed eligible expenditure plan category to the Fee payer as required by SB 83 and identifies each category's consistency with the Regional Transportation Plan (RTP), Solano Congestion Management Plan (CMP) or other local transportation plan (Appendix C to the Resolution). Per SB 83, a majority vote of the STA Board required. The STA's Joint Powers Agreement (JPA) further stipulates that a majority of the board representing a majority of the County's population is also required for approval to place this measure on the ballot.

The deadline for adopting the expenditure plan and forwarding the resolution, expenditure plan and finding of fact to the Solano County Registrar of Voters for consolidation with the November 2, 2010 general election is August 6, 2010.

**Fiscal Impact:**

SB 83 authorizes up to 5% of the fee to be dedicated to administering the fee. This is projected to cover the cost for the annual audit, for the State Department of Motor Vehicles to set up the VRF fee, and to administer the fee and the allocation of funds. The resolution stipulates that the STA will reimburse the County for the services to be provided by the Solano County Registrar of Voters. The STA has requested an estimate of potential cost for the special election from the Registrar of Voters. This is expected to range between \$290,000 and \$400,000. The Registrar of Voters has indicated that the actual cost will not be available until after all of the Countywide and local election costs are submitted and tabulated.

**Recommendation:**

Conduct a public hearing to consider:

1. Approval of the Solano County Transportation Improvement Measure and the Required Findings demonstrating the relationship of benefit to fee payers and consistency with Regional and Local Transportation Plans.

Then:

2. Approve Resolution No. 2010-14 calling for a Special Election on November 2, 2010 to submit the Solano County Transportation Improvement Measure to the voters of Solano County.

Attachments:

- A. Draft Solano Transportation Authority Report on the Vehicle Registration Fee Expenditure Plan
- B. A Resolution No. 2010-14 of the Solano Transportation Authority Calling and Providing for a Special Election on November 2, 2010 to Submit the Solano County Transportation Improvement Measure to the Voters of Solano County
  - Appendix: A A Measure Providing for Transportation Improvement in Solano County through a \$10 Vehicle Registration Fee
  - Appendix: B Expenditure Plan
  - Appendix: C Draft Required Findings: Relationship Benefit to Fee Payer and Consistency with Regional and Local Transportation Plans

# DRAFT SOLANO TRANSPORTATION AUTHORITY REPORT ON THE VEHICLE REGISTRATION FEE EXPENDITURE PLAN

## EXECUTIVE SUMMARY

The purpose of this Report on the Vehicle Registration Fee Expenditure Plan (Report) is to describe the development of the Solano County Vehicle Registration Fee Expenditure Plan (Plan). The Report primarily focuses on the need for additional transportation funding in Solano County, the elements of the Plan, and how the Fee expenditures directly benefits the Fee payers. The Resolution includes the detailed findings required by state law, comments received during public meetings and the Solano Safe Routes to School Plan. The specific sections of the Report are:

### Authorizing Legislation

Senate Bill (SB) 83 (Hancock) is the bill signed into law in 2009 that allows countywide transportation agencies such as the Solano Transportation Authority (STA) to place Vehicle Registration Fee (Fee) measures on the ballot. SB 83 requires that the Fee collected be used only to pay for programs and projects that bear a relationship or benefit to motor vehicle owners who are paying the Fee, and that the expenditures be consistent with a regional transportation plan. The statute specifies that a majority vote of the electorate is required to adopt a Vehicle Registration Fee.

### Local Need for Transportation Funding

The Report identifies the need for additional funding to support local transportation in three areas: repair and maintenance of local streets and roads, expansion and maintenance of Safe Routes to Schools facilities and programs, and provision of Senior and Disabled mobility services. The Report addresses the state of repair for local streets and roads using the Pavement Condition Index (PCI) as a standard measure of the status of the roadway. The Report also refers to the adopted Solano Safe Routes to Schools Plan for the documentation of the need for safe means of allowing children to walk and bicycle to school. Finally, the Report refers to the results of the STA's Senior and Disabled Transportation Summits held in 2009 in establishing the need for additional mobility assistance for senior and disabled drivers.

### Development of the Plan

The Report describes the public outreach activities taken by the STA in developing the Plan, including meetings and on-line information. It includes a summary of comments received at each of the public meetings held on the Plan.

## **Elements of the Plan**

The elements of the Plan include the allocation of funds to each of the four areas of allowable expense (local street and road repair and maintenance, Safe Routes to School, Senior and Disabled Mobility, and administration and accountability); a description of allowable expenditures within each of the four allowable areas; and, an estimate of the revenues available for each of the four allowable areas of allowable expenditure.

## **Findings of Fact**

The Findings of Fact are the specific determinations made by the STA Board relating the development and adoption of the Plan to the requirements of the authorizing legislation.

## **Authorizing Legislation**

The opportunity for a Countywide transportation agency, such as the STA, to place this Fee before the voters was authorized in 2009 by the passage of Senate Bill 83, authored by Senator Loni Hancock. The STA Board may choose to place a transportation measure (Measure) on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements. A majority vote of the electorate is required to adopt this Fee.

The statute requires that the Fee collected be used only to pay for programs and projects that bear a relationship or benefit to the owners of motor vehicles paying the Fee, and that the expenditures be consistent with a regional transportation plan. If adopted, the Fee will be imposed on each annual motor-vehicle registration or renewal of registration in Solano County occurring on or after six-months following the November 2, 2010 general election, where the measure was approved by the voters. The Fee would be imposed for an unlimited period, unless otherwise terminated by the voters of Solano County. To implement this Fee, the statute requires the governing board of the STA to adopt an Expenditure Plan. The statute also requires the ballot measure resolution be approved by majority vote of the STA Board at a noticed public hearing. The Joint Powers Agreement establishing the STA further requires that the STA Board vote also represent the majority of the population in Solano County.

## **Local Need for Transportation Funding**

### **Programs Needing Additional Funds**

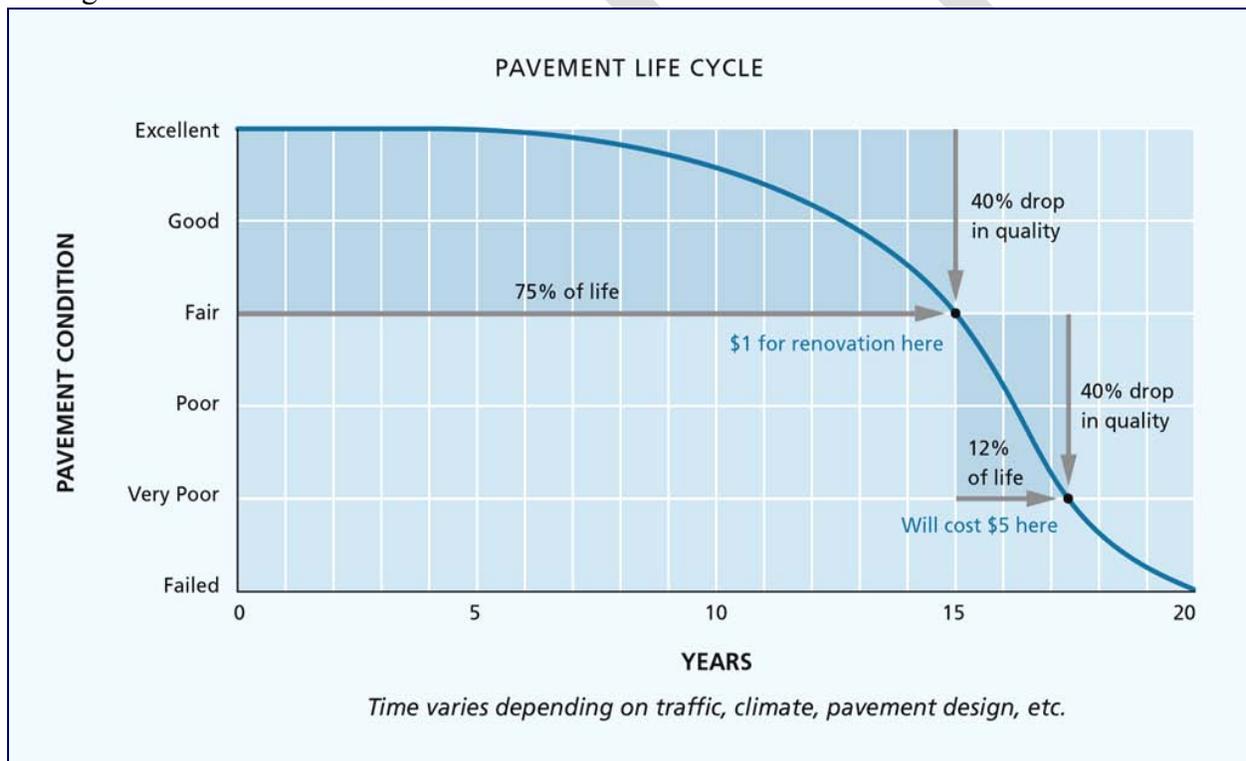
**Local Streets and Roads.** Poorly-maintained roads cause congestion due to the inability of vehicles to efficiently and safely negotiate the roadway, including loss of the ability to operate at or near the speed limit. As vehicles operate below the speed limit for a roadway, the timing of intersection signals becomes inefficient, causing further congestion on that and other linked roads. Roadways with a low PCI also cause damage to vehicles using those roads. A report from the American Association of State Highway and Transportation Officials (AASHTO) and TRIP, a national transportation research group, entitled "Rough Roads Ahead: Fix Them Now or Pay for It Later" noted that driving on rough roads costs the average American motorist upwards

of \$750 annually because of accelerated vehicle deterioration, increased maintenance, additional fuel consumption, and tire wear caused by poor road conditions.

As noted above, the standard measure of the condition of pavement for local streets and roads is the PCI. Pavement conditions are rated by their PCI score with the following ranks:

<u>Pavement Condition</u>	<u>PCI Score</u>
Poor	25-49
At-Risk	50-59
Fair	60-69
Good	70-79
Very Good	80-89

The importance of maintaining an adequate PCI is illustrated by the following graph. When an adequate PCI is maintained, streets can be MAINTAINED over a long period of time with a relatively low financial investment. Once the PCI drops below 60, the rate of deterioration rapidly accelerates, and the roadway must be REPAIRED. Repair costs can be as much as 5 times greater than maintenance costs.



Solano County and the seven cities conduct an annual survey of the PCI of local streets and roads, using a survey and reporting methodology specified by Metropolitan Transportation Commission (MTC). As of January 2010, the following PCI index was reported by MTC for Solano County jurisdictions:

Agency	2009	Rating
Benicia	66	Fair
Dixon	76	Good
Fairfield	73	Good
Rio Vista	45	Poor
Solano County	64	Fair
Suisun City	55	At-Risk
Vacaville	77	Good
Vallejo	53	At-Risk
	63.6	Fair

The long-term PCI trend for roads in Solano County is downward, and will remain so unless a reliable funding program is established.

**Safe Routes to School.** A significant portion (21% to 27%) of morning traffic around schools is due to parents taking children to those schools (source: Marin County Congestion Management Agency). This causes increased traffic congestion around schools, prompting even more parents to drive their children due to traffic-related safety concerns. Safe Routes to School programs effectively reverse that trend by providing improved safety for designated routes, and improved bicycling and walking skills for students taking those routes. Additional crossing guards and enforcement of traffic laws also increases both parental and child confidence in the safety of walking or biking to school.

The Solano Safe Routes to Schools Plan, adopted by the STA Board in 2008, lays out the need for and benefits of specific safe routes to schools projects and programs, and identifies \$32,000,000 of total project and program costs to implement the plan. The plan estimates an annual need of approximately \$1,000,000 to fund programs such as bike rodeos and enhanced traffic enforcement, and to fund projects such as radar feedback signs.

The Safe Routes to Schools Program currently has approximately \$1,300,000 in grant funding through June of 2012. Once the grant funds are depleted, identified potential fund sources are no more than \$200,000 per year, and these funds are not assured.

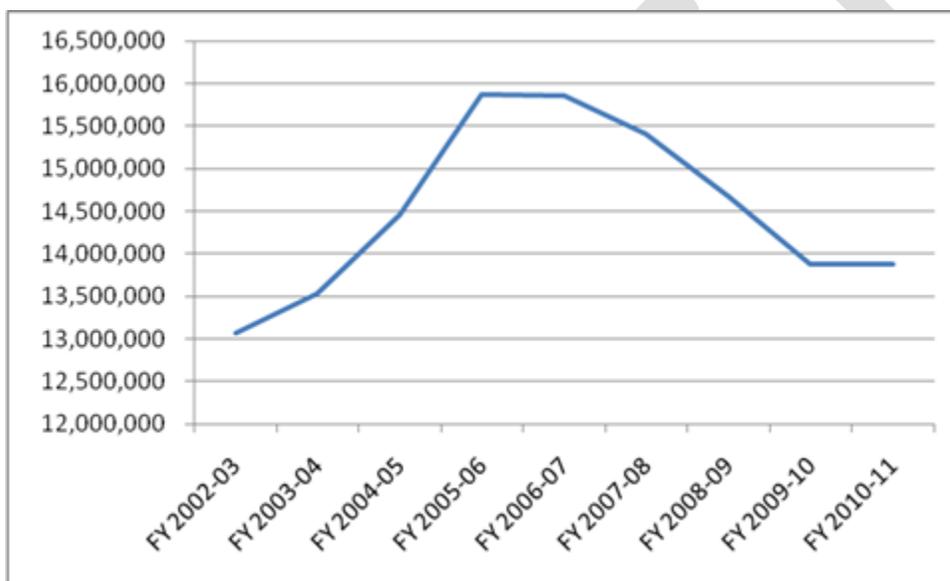
**Senior and Disabled Mobility.** Both senior and disabled drivers have a potential impact on congestion and safety that is disproportionate to their share of the driving public. Some aging drivers have physical limitations that limit their ability to safely operate a motor vehicle in various situations due to declining vision and reaction times which may result in more cautious driving that causes more congestion. Other cars may be caught behind slower moving vehicles. Aging drivers may limit their driving to daylight hours and/or take circuitous routes along local streets to avoid the freeways or streets they don't feel comfortable driving on. Seniors and the disabled with mobility impairments often have larger vehicles (in order to accommodate mobility aids and to ease entering and exiting the vehicle), and these vehicles take up additional room on roadways and obstruct visibility for other drivers. Programs that maintain senior and disabled

mobility through alternatives to personal automobiles increase the efficiency of operation for local streets and roadways.

Senior and Disabled Transit has been funded by system user fares, which typically cover 6-10% of system operating costs. Additional funds are provided by the Transportation Development Act (TDA) and the State Transit Assistance Fund (STAF). TDA is the cornerstone of local Senior and Disabled Mobility Funding, providing 64% of operating revenue.

In recent years, the economic downturn and diversion of STAF by the State of California has resulted in significant funding shortfalls and an unpredictable operating revenue picture. TDA funds fluctuates with the Countywide sales tax generated resulting in a 10% decline in last two years, as shown in the chart below.

Fluctuation of Solano TDA Revenues for Solano County Transit Operators (actual and projected)



At the same time as transit resources are diminishing, the proportion of the population in the County made up of seniors is expanding, and is doing so faster than is the general population. The projected number of older adults in Solano County will increase from 48,200 to 76,800 over the next ten years (an increase of 60%). Over this same timeframe, Solano County's disabled population is projected to increase from 8,570 to 11,500 (an increase of 35%). As of the year 2000, 70% of seniors have a driver's license, and only 1% of trips taken by seniors are by transit. Public transit, whether fixed-route or demand-based, is not meeting the mobility needs for seniors and person with disabilities, whether or not they have a registered automobile.

### Available Fund Sources

**Local Streets and Roads.** Maintenance of local streets and roads is primarily funded by state-imposed motor vehicle fuel tax, distributed through the State Controller as part of the Traffic Congestion Relief (TCR) Program. Other fund sources include the state Proposition 1B transportation bonds, and federal transportation legislation including both on-going funds from the transportation bill and one-time funds from sources such as the 2009 American Reinvestment and Recovery Act. MTC receives funds from Caltrans and the Federal Highway Administration (FHWA) that can be programmed at its discretion, and as part of the Regional Transportation

Plan (RTP) plans to spend \$7 billion of federal funding over the next 25 years on local streets and roads maintenance.

**Safe Routes to Schools** . The Safe Routes to Schools program does not have a dedicated funding source. Funds for projects and programs to date have come from clean air program grants from the Bay Area Air Quality Management District (BAAQMD) and Yolo-Solano Air Quality Management District (YSAQMD), and from and from federal planning and air quality funds from MTC. Fund estimates prepared by the STA indicate \$ 675,000 per year for the next two years, with a substantial drop-off to \$ 200,000 per year as the existing grants are expended.

**Senior and Disabled Mobility.** Senior and Disabled mobility programs have been funded by Transportation Development Act (state-adopted ¼ cent sales tax dedicated to transportation), State Transit Assistance Funds (portion of the state-wide sales tax on gasoline) and passenger fares. Fund amounts and trends are noted above.

### **Reliability of Fund Sources**

**Federal.** Money received from the federal government represents 13% of the funds for local streets and road repair and maintenance, 71% of the funds for Safe Routes to Schools (through periodic grants rather than an established funding stream), and 18.8% of the funds for Senior and Disabled Mobility. Funds from federal transportation legislation, as distributed by formula by MTC, are a reliable source of funds, but make up a small portion of the funds for these three programs.

**State.** Funds received from the State government represent 26% of the funds for local streets and road repair and maintenance, 7.2% of the fund for Safe Routes to Schools, and 67 % of the funds for Senior and Disabled Mobility. State funds are based upon gasoline taxes and sales tax on motor vehicle fuels, and are supposed to be distributed using a predictable formula. However, the volatility of the tax sources and amendments by the State legislature to the laws governing distribution of transportation tax funds have made the State fund sources unreliable.

**Local.** Unlike most other Bay area counties, Solano County does not have a sales tax dedicated to transportation. Locally-collected state gas tax revenues currently pay for 61% of local street and road repair. Local funds provide for 0% of the revenues for Safe Routes to School, and about 14% for Senior and Disabled Mobility through local funds and system user fares. Local fees charged on new development can pay for initial construction of roads and acquisition of capital assets, but cannot be used for maintenance, replacement or operation.

### **Development of the Plan**

The initial draft of the Plan was developed by STA staff, based upon input received over the last few years from the STA Board, staff and elected officials from Solano County and the seven cities, members of STA citizen advisory committees such as the Safe Routes to Schools Committee, Paratransit Coordinating Committee, Bicycle Advisory Committee and Pedestrian Advisory Committee, and comments received at the two STA-sponsored Senior Transportation Summits held in 2009. The STA then held a series of public meetings to obtain additional public input to shape the Plan. The public meetings held in 2010 were:

<b>Date</b>	<b>Meeting</b>
June 24	Senior & Disabled Transportation Advisory Committee
June 30	STA SolanoExpress Transit Consortium
June 30	STA Technical Advisory Committee
July 8	Bicycle Advisory Committee
July 12	Senior and Disabled Transportation Advisory Subcommittee
July 13	Countywide Safe Routes to School Advisory Committee
July 14	STA Board Public Workshop
July 15	Pedestrian Advisory Committee
July 15	Paratransit Coordinating Council

## Elements of the Plan

**Revenue Estimate.** The Plan projects the collection of \$3,200,000 million per year. This projection is based upon the 2010 projection of 320,000 fee-eligible vehicles registered in Solano County, and a fee of \$10 per vehicle each time it is registered.

## Authorized Expenditures

Up to five percent (5%) of the fee revenue will be used for Plan administration and accountability, pursuant to California Government Code section 65089.20. These revenues would be used for administer the expenditure plan, including the initial election ballot costs, preparation of an annual public report on the plan, at a minimum covering projected and actual revenues, programs and facilities receiving funding, completed projects and initiated programs, and audit and administrative expenses.

Once administration and accountability costs are accounted for, the remaining revenue will be allocated as specified below.

Local Streets and Roads Repair and Maintenance	50%
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- Repair and maintain local streets and roads. This covers all portions of the roadway, including curb and gutter or roadway shoulder. Repair and maintenance of sidewalks may only be included as a part of a local street and road rehabilitation project.
- Repair, maintain and install traffic control signs, signals and controllers.
- Repair, maintain and install signing and striping on roadways, including traffic and bicycle lanes and crosswalks.
- Repair, maintain and install street lights.
- Repair, maintain and install accessibility improvements to meet federal and state requirements.
- Revenue estimate - \$1,520,000 per year.
- Revenue distribution – direct return to source based upon the following formula: each jurisdiction will receive a minimum of \$75,000; remaining funds will be distributed by formula based upon 25% jurisdiction population, 25% jurisdiction lane-miles, 25% jurisdiction street rehabilitation funding shortfalls,

25% jurisdiction preventative maintenance expenditures on local streets and roads repair and maintenance.

Safe Routes to Schools

25%

- Install and maintain radar feedback signs near schools.
- Install, improve and maintain bicycle and pedestrian facilities near schools.
- Improve rail, highway and road crossings near schools.
- Hire, train and equip crossing guards.
- Provide for additional traffic enforcement near schools.
- Conduct bicycle and pedestrian safety programs, and education and encouragement programs consistent with the Solano Safe Routes to Schools Plan.
- Revenue Estimate - \$760,000 per year.
- Revenue distribution –\$240,000 for countywide education and encouragement program; \$100,000 for countywide crossing guard program; remaining funds will be allocated with a minimum \$20,000 per year for the City of Rio Vista, and a minimum of \$40,000 for all other Solano County cities, with remaining funds distributed by formula based upon the city’s proportion of enrolled school age children. Projects selected for funding must be identified in the Solano Safe Routes to School Plan, and will be approved by the STA Board based on the submittal by each community’s Safe Routes to School Committee, including the participation of each City and School District.

Senior and Disabled Mobility

25%

- Intercity and/or local subsidized taxi service for ambulatory and/or non-ambulatory transit.
- Reduced-price senior and disabled transit fares.
- Purchase of paratransit vehicles.
- Purchase and/or operation of Senior Shuttles.
- Mobility programs (public and non-profit) to assist the disabled and seniors.
- Revenue estimate - \$ 760,000 per year.
- Revenue distribution – funds to be allocated by STA Board with recommendation from the STA’s Senior and Disabled Advisory Committee.

**Findings of Fact**

The enabling legislation requires that the ballot measure resolution, adopted by the STA, contain a finding of fact that the projects and programs to be funded by the Fee have a relationship or benefit to the persons who will be paying the Fee. The enabling legislation further requires that the projects and programs are consistent with a regional transportation plan. Below is a summary of the benefits and relationship of this Fee to the payers. Detailed documentation is included as Appendix C of the resolution authorizing placement of the Plan on the ballot.

**Benefits and Relationship of Fee to the Fee Payer**

The Plan includes three programs. Since this Fee is on motorized vehicles, the Fee payer is predominately the driver of the vehicle. Each program benefits the Fee payer as follows:

- Local Streets and Road Repair and Maintenance: Fee payers benefit from having roadways repaired and subsequently safely maintained and operating efficiently. It is difficult for vehicles (automobiles, trucks and buses) and bicyclists to safely negotiate roadways with low pavement quality, inadequate or faded striping, or signal operation problems. Projects that improve local road operations benefit the Fee payer by reducing damage to vehicles from rough pavement. Fee payers also benefit from improved traffic flow resulting from the identification and mitigation of recurring safety and congestion problems caused by poor pavement, inadequate striping or poor signal operation. Fee payers also benefit from safe sidewalks, which both promote pedestrian travel and provide safe and efficient travel for Fee payers from their vehicle to their destination.
- Safe Routes to School: Fee payers benefit from bicyclist and pedestrian access and safety programs targeted to school-age children. Programs that increase student bicycle and pedestrian use can reduce the number of motor vehicles driven to and from schools during peak student arrival and departure times, thereby reducing localized traffic congestion and related air pollutant emissions. The Fee payer also benefits from safety improvements and programs that reduce congestion resulting from traffic accidents.
- Senior and Disabled Mobility: Fee payers benefit from the provision of mobility services to senior and disabled residents by reducing the number of vehicles on the road needed to transport these individuals. Access to transit vehicles operated by public and non-profit providers reduces the need for seniors and disabled individuals to operate such vehicles themselves. In addition, the specialized vehicles often needed to transport those with mobility restrictions are often larger than the average vehicle, and add to congestion by taking up more room on roadways and reducing visibility for other drivers.

### **Consistency with the Regional Transportation Plan**

The Plan is consistent with the Metropolitan Transportation Commission's (MTC's) Regional Transportation Plan (RTP), known as "T2035 Plan" and the performance objectives outlined in the RTP. Details that support these findings are included as Appendix C as noted above.

### **Identification in Countywide Transportation Plan**

Projects and programs in the Plan are identified in the investment policies outlined in the Congestion Management Program (CMP) adopted by the STA and subsequently approved by MTC. Details that describe the Capital Improvement Program of the CMP are included as Appendix C as noted above.

### **Compliance with California Environmental Quality Act**

Environmental review of the Expenditure Plan is not required under the rationale stated in *Sustainable Transportation Advocates of Santa Barbara v. Santa Barbara County Association of Governments* (2009) 179 Cal.App.4th 113. None of the programs in the Expenditure Plan rises to the level of specification that would create a project under CEQA. Many of the programs would be categorized as exempt. If a project to be funded by one of the programs listed in this

Expenditure Plan requires an analysis under CEQA, no expenditures will be made until the requisite analysis has been completed, and the appropriate action to approve said analysis and any identified mitigation measures has been taken by the STA Board and/or other appropriate agencies.

DRAFT

**RESOLUTION NO. 2010-14**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY CALLING AND PROVIDING FOR A SPECIAL ELECTION ON NOVEMBER 2, 2010 TO SUBMIT THE SOLANO COUNTY TRANSPORTATION IMPROVEMENT MEASURE TO THE VOTERS OF SOLANO COUNTY**

**WHEREAS**, for more than a decade, Solano County has grappled with various options to address the widening gap between the funding required to maintain and improve its existing transportation systems and the federal, state, regional and local funds available to provide access, increase safety, and improve current mobility for County drivers and transportation customers; and

**WHEREAS**, the State's fiscal crisis and the recent economic downturn is having a negative impact on transportation funding in Solano County; and

**WHEREAS**, due to such barriers as unsafe infrastructure, the number of children who walk or bike to school has dropped while the percentage of preventable childhood diseases has increased and the air quality and congestion around schools has worsened; and

**WHEREAS**, Solano's Safe Routes to School Program is intended to reverse these trends by funding projects and programs that improve safety and efforts that promote walking and bicycling within a collaborative community framework comprised of local school districts, schools, and communities; and

**WHEREAS**, according to the Authority's most recent Senior and Disabled Transit Study, the percentage of seniors residing in Solano County will more than double in the next 20 years, which means that transit needs will grow against limited funding for maintenance of existing service with little expansion capacity to meet new demands; and

**WHEREAS**, according to the same Senior and Disabled Transit Study, the amount of disabled residents is projected to nearly double in the next 20 years; and

**WHEREAS**, the countywide pavement condition index (PCI) for Solano County has declined from a PCI rating of 69 to 63 in the past ten years lowering the pavement condition from slightly below good to the low end of the fair range, with several communities roads in the at-risk categories; and

**WHEREAS**, while federally-funded regional programs do benefit Solano County, the funding for such programs does not substantially address Solano County's funding shortfalls for local priority projects, such as the maintenance of local streets and roads, senior and disabled mobility, and safe routes to school programs; and

**WHEREAS**, the Authority, as the designated Congestion Management Agency in Solano County, deems it advisable to submit to the voters of Solano County, at a special election to be conducted on November 2, 2010, a measure to authorize an increase in the fees of motor vehicle registration in the county for transportation-related projects and programs, pursuant to section 65089.20 of the Government Code and section 9250.4 of the Vehicle Code; and

**WHEREAS**, such transportation-related projects and programs funded by this measure would include the repair and maintenance of local streets and roads, programs and projects identified in the Solano Safe Routes to Schools Plan, and programs and vehicle acquisitions for Senior and Disabled Mobility; and

**WHEREAS**, the Authority understands revenues generated by this measure would supplement, not replace, existing federal, state and local financing for transportation-related projects and programs; and that these new funds would help enable local agencies in Solano to accomplish additional transportation improvements that would not otherwise be funded or fully funded; and

**WHEREAS**, the Authority recognizes the requirement that projects and programs funded with proceeds of the vehicle registration fee increase must provide a direct benefit to the motor vehicle owners paying the fee; and

**WHEREAS**, the Authority recognizes that the factors that serve as the basis for the allocation of funds and the determination of direct benefit to fee payers are dynamic and may change in the future; and that, accordingly, the Expenditure Plan may be amended by a two-thirds vote of the Board of Directors of the Authority, representing the majority of the population of Solano County, consistent with the specified categories in the Expenditure Plan; and

**WHEREAS**, any funds collected by this measure would be used locally and could not be taken by the State; and

**RESOLVED**, the Authority shall submit to the voters within Solano County at a special election to be conducted on November 2, 2010, the measure attached as Appendix A and known as the Solano County Transportation Improvement (Measure).

**RESOLVED**, the Measure shall appear in summarized form on the ballot as follows:

*SOLANO COUNTY TRANSPORTATION IMPROVEMENT MEASURE*

Shall Solano County voters approve a \$ 10 per year local vehicle registration fee to repair and maintain local streets and roads, provide and enhance transportation services for senior and disabled riders, and create and improve safe routes to school, with expenditures subject to strict monitoring and with all revenues staying in Solano County?

**RESOLVED**, the Solano County Board of Supervisors is requested to consolidate this election with the statewide general election and any other elections held in Solano County on November 2, 2010.

**RESOLVED**, the Solano County Board of Supervisors is requested to permit the Registrar of Voters to render all services specified by Elections Code section 10418 relating to the election, for which services the Authority agrees to reimburse the County.

**RESOLVED**, the Authority adopts the Expenditure Plan attached as Appendix B allocating the revenue to transportation-related programs and projects that have a relationship or benefit to the persons who pay the fee, and that the Expenditure Plan be attached to the Measure when submitted to the voters.

**RESOLVED**, based on the benefit analysis attached as Appendix C, the Authority finds that the projects and programs to be funded by the fee increase as contained in the attached Expenditure Plan have a relationship or benefit to persons who will be paying the fee, and further finds that the projects and programs are consistent with the regional transportation plan adopted pursuant to Government Code Section 65080.

Passed by the Solano Transportation Authority (STA) Board on August 5, 2010 by the following vote:

Ayes: \_\_\_\_\_  
Noes: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

---

Pete Sanchez, Chair  
Solano Transportation Authority

Attest:

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Johanna Masiclat  
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed and adopted by the Authority at a special meeting held on August 5, 2010.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority

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## SOLANO TRANSPORTATION AUTHORITY

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

... working for you!

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

### A MEASURE PROVIDING FOR TRANSPORTATION IMPROVEMENT IN SOLANO COUNTY THROUGH A \$10 VEHICLE REGISTRATION FEE

#### Section 1. Title

This Measure shall be known as the "Solano County Transportation Improvement Measure." If passed, the entity implementing the Measure will be the Solano Transportation Authority, acting as the designated Solano County Congestion Management Agency (hereafter the "Authority").

#### Section 2. Purpose

This Measure authorizes a \$10 fee to be imposed for transportation-related projects and programs in Solano County that provide a benefit to or otherwise have a relationship with the persons who will be paying the fee and that are consistent with an expenditure plan allocating revenue to those projects and programs included in the regional transportation plan adopted pursuant to California Government Code section 65080. The Authority has adopted the attached Expenditure Plan which allocates the revenue from the fee to transportation-related programs and projects that provide a benefit to or have a relationship with the persons who pay the fee.

The purposes of this Measure are as follows:

- a. To authorize a \$10 increase in motor vehicle registration in accordance with California Government Code section 65089.20.
- b. To improve, construct, maintain and operate certain transportation projects and programs as identified in the Expenditure Plan adopted by the Authority, and as that Plan may be amended from time to time pursuant to applicable law. These Expenditure Plan programs and projects include but are not limited to those that have the following purposes:
  1. Repair and maintenance of local streets and roads in the County.
  2. Support programs and projects identified in the Solano Safe Routes to Schools Plan.
  3. Support programs and vehicle acquisition for Senior and Disabled Mobility.

#### Section 3. Contract with Department of Motor Vehicles

The Authority shall contract with the California Department of Motor Vehicles to collect and remit to the Authority the fee imposed pursuant to California Government Code section 65089.20 upon the registration or renewal of registration of a motor vehicle registered in the County, except those vehicles that are expressly exempted under this code from the payment of registration fees, pursuant to California Vehicle Code section 9250.

#### Section 4. Use of Proceeds

a. The proceeds of the fees governed by this Measure shall be used solely for the programs and purposes set forth in the Expenditure Plan including the administration of the Plan.

b. The Authority will administer the proceeds of the fee to carry out the purposes in strict accordance with the Expenditure Plan. All projects must comply with the Expenditure Plan and provide a benefit to or otherwise have a relationship with the persons paying the fee.

c. Pursuant to California Government Code section 65089.20, not more than 5 percent of the fee shall be used for administrative costs associated with the programs and projects.

d. Pursuant to California Vehicle Code section 9250.4, the initial setup and programming costs identified by the California Department of Motor Vehicles to collect the fee upon registration or renewal of registration of a motor vehicle shall be advanced by the Authority and repaid from the fee. Any such contract payment shall be repaid, with no restriction on the funds, to the Authority as part of the initial revenue available for distribution. The costs deducted pursuant to this paragraph shall not be counted against the 5 percent administrative cost limit specified in California Government Code section 65089.20(d).

e. The costs of placing the Measure authorizing imposition of the fee on the ballot, including payments to the County Registrar of Voters and payments for the printing of the portions of the ballot pamphlet relating to the Vehicle Registration Fee, shall be paid from the proceeds of the fee, and shall be counted towards the 5 percent limit on administrative costs. At the discretion of the Authority, these costs may be amortized over a period of years.

#### Section 5. No Use Outside Solano County

The proceeds of the fees imposed by this Measure shall be spent only inside the limits of Solano County, except for instances where the proposed expense is matched by funding from the county where the expenditure of fee proceeds is proposed to be made and the Authority finds that such expenditure would provide a benefit to or otherwise have a relationship with those who pay the fee in Solano County. None of the proceeds, outside of the costs incurred by the Department of Motor Vehicles to collect the fee, or any routine license fees, permit fees or taxes, shall be available to or taken by the State of California.

#### Section 6. Period of Fee

This Measure is intended to govern the imposition and collection in Solano County of a \$10 fee for transportation-related programs and projects that provide a benefit to or otherwise have a

relationship with the persons who will be paying the fee. The new fee authorized by this Measure shall be imposed on each annual motor-vehicle registration or renewal of registration occurring on or after six months following the November 2, 2010 election (hereafter the "Vehicle Registration Fee") at which the Measure has been approved by the voters, until repealed by the voters of Solano County.

#### Section 7. Amendments

The Expenditure Plan shall be approved by a two-thirds vote of the Authority's Board. All relevant jurisdictions within the County will be given a minimum of 45 days notice and opportunity to comment on any proposed Expenditure Plan amendment prior to its adoption. Any amended Expenditure Plan shall provide funding only for projects that provide a benefit to or otherwise have a relationship with the persons paying the fee, consistent with the specified categories in the Expenditure Plan.

#### Section 8. Bonding Authority

The Authority shall be authorized to issue bonds or other financial instruments for the purposes of implementing the Expenditure Plan. The bonds will be paid from the Vehicle Registration Fee proceeds generated pursuant to this Measure. The costs associated with bonding will be borne only by the project and programs included in the Expenditure Plan, and such costs of issuance will be subject to public comment before approving any bond sale.

#### Section 9. Effective Date

This Measure shall take effect at the close of the polls on the day of election at which the Fee is adopted by a majority of the electors voting on this Measure.

#### Section 10. Severability

If any part of this Measure or its application to any person or circumstance is held invalid, the remainder of the Measure and the application of such part to other persons or circumstances shall not be affected. If any proposed expenditure based on this Measure or the Expenditure Plan is held invalid, those funds shall be redistributed proportionately to other expenditures in accordance with the Expenditure Plan.

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## SOLANO TRANSPORTATION AUTHORITY VEHICLE REGISTRATION FEE EXPENDITURE PLAN

### A. Purpose of the Expenditure Plan

The Solano County Vehicle Registration Fee Expenditure Plan (Plan) will guide the annual expenditures of the funds generated by a \$10 per year vehicle registration fee (Fee), if approved by voters in the November 2010 general election. Solano County has significant unfunded transportation needs, and this Fee would provide funding to meet some of those needs. It is expected that this Fee will generate approximately \$3,200,000 per year.

The Fee would be administered by the Solano Transportation Authority (STA). The goal of this Plan is to support transportation investments in a way that sustains the transportation network and reduces traffic congestion and vehicle-related pollution in Solano County and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo (County). The Fee would be a key part of an overall strategy to develop a balanced, well thought-out program that improves transportation, mobility and safety for the County's residents. The Fee will fund programs that:

- Repair and maintain local streets and roads in the County.
- Support programs and projects identified in the Solano Safe Routes to Schools Plan.
- Support programs and vehicle acquisition for Senior and Disabled Mobility.

The Plan would have the following specific elements:

- All of the money raised by the Fee would be used exclusively for transportation projects and programs in the County.
- None of the funds raised can be taken by the State.
- Projects and programs included in the Plan must have a relationship or benefit to the owner's of motor vehicles paying the Fee. Those elements contained in the Plan have demonstrated that relationship.
- The Plan will help fund roadway repairs and maintenance that make roads in the County safer, more efficient and less congested for motorists, bicyclists and pedestrians.
- The Plan will establish a reliable source of funds to implement the Solano Safe Routes to Schools Plan in order to reduce traffic congestion and increase safety for children bicycling and walking to and from schools.
- The Plan will establish a reliable source of funds for Senior and Disabled Mobility services in order to reduce congestion related to individual operation of vehicles typically used for transportation of seniors and the disabled.
- The Plan will provide matching funds for revenue made available from other sources for the programs eligible for and included in the Plan.

## B. Statutory Authorization and Requirements

The opportunity for a Countywide transportation agency, such as the STA, to place this Fee before the voters was authorized in 2009 by the passage of Senate Bill 83, authored by Senator Loni Hancock. The STA Board may choose to place a transportation measure (Measure) on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements throughout the County, as specified in the Plan. A simple majority vote of the electorate is required to adopt this Fee.

The statute requires that the Fee collected be used only to pay for programs and projects that bear a relationship or benefit to the owners of motor vehicles paying the Fee, and that the expenditures be consistent with a regional transportation plan. The Fee will be imposed on each annual motor-vehicle registration or renewal of registration in Solano County occurring on or after six-months following the November 2, 2010 general election, where the Measure was approved by the voters, for an unlimited period, unless otherwise terminated by the voters of Solano County. To implement this Fee, the statute requires the governing board of the STA to adopt an Expenditure Plan. The statute also requires the ballot measure resolution be approved by majority vote of the STA Board at a noticed public hearing. The Joint Powers Agreement establishing the STA further requires that the STA Board vote also represent the majority of the population in Solano County.

## C. Programmatic Expenditures

The Plan identifies three types of programs that will receive funds generated by the Fee. Below are descriptions of each program and the percentage of the annual revenue that will be allocated to each program. In addition, pursuant to California Government Code section 65089.20, up to five percent (5%) of the fee collected would be used for Plan administration and accountability, including the cost of annual audits. The remaining funds will be distributed as follows:

Local Streets and Roads Repair and Maintenance	50%
<ul style="list-style-type: none"><li>• Repair and maintain local streets and roads. This covers all portions of the roadway, including curb and gutter or roadway shoulder. Repair and maintenance of sidewalks may only be included as a part of a local street and road rehabilitation project.</li><li>• Repair, maintain and install traffic control signs, signals and controllers.</li><li>• Repair, maintain and install signing and striping on roadways, including traffic and bicycle lanes and crosswalks.</li><li>• Repair, maintain and install street lights.</li><li>• Repair, maintain and install accessibility improvements to meet federal and state requirements.</li><li>• Revenue estimate - \$1,520,000 per year.</li><li>• Revenue distribution – direct return to source based upon the following formula: each jurisdiction will receive a minimum of \$75,000; remaining funds will be distributed by formula based upon 25% jurisdiction population, 25% jurisdiction lane-miles, 25% jurisdiction street rehabilitation funding shortfalls, 25% jurisdiction preventative maintenance expenditures on local streets and roads repair and maintenance.</li></ul>	

- Install and maintain radar feedback signs near schools.
- Install, improve and maintain bicycle and pedestrian facilities near schools.
- Improve rail, highway and road crossings near schools.
- Hire, train and equip crossing guards.
- Provide for additional traffic enforcement near schools.
- Conduct bicycle and pedestrian safety programs, and education and encouragement programs consistent with the Solano Safe Routes to Schools Plan.
- Revenue Estimate - \$760,000 per year.
- Revenue distribution –\$240,000 for countywide education and encouragement program; \$100,000 for countywide crossing guard program; remaining funds will be allocated with a minimum \$20,000 per year for the City of Rio Vista, and a minimum of \$40,000 for all other Solano County cities, with remaining funds distributed by formula based upon the city’s proportion of enrolled school-age children. Projects selected for funding must be identified in the Solano Safe Routes to School Plan, and will be approved by the STA Board based on the submittal by each community’s Safe Routes to School Committee, including the participation of each City and School District.

- Intercity and/or local subsidized taxi service for ambulatory and/or non-ambulatory transit.
- Reduced-price senior and disabled transit fares.
- Purchase of paratransit vehicles.
- Purchase and/or operation of Senior Shuttles.
- Mobility programs (public and non-profit) to assist the disabled and seniors.
- Revenue estimate - \$ 760,000 per year.
- Revenue distribution – funds to be allocated by STA Board with recommendation from the STA’s Senior and Disabled Advisory Committee.

## D. Administration of Plan

### 1. Annual Budget Financial Projections

The Annual Budget, adopted by the STA each year, will project the expected Fee revenue, other anticipated funds and planned expenditures for administration and programs.

### 2. Annual Report

The STA shall complete an Annual Report, which shall be made available to the public and will include the following:

- Revenues collected
- Expenditures by programs, including distribution of funds within each program, and administrative costs

- Accomplishments and benefits realized by the programs
- Proposed projects for funding in each program
- Project sponsors receiving funds through this Plan will be required to provide an annual report to the STA that specifies funds expended and the progress of projects and programs funded by this plan.

Before adopting the Annual Report, the STA will hold a public meeting and will address public comments on the Annual Report.

### **3. Use of Proceeds**

The proceeds of the Fee shall be spent only inside the limits of Solano County. None of the proceeds, outside of the costs incurred by the Department of Motor Vehicles to collect the fee, shall be taken by the State.

### **4. Amendments to the Plan**

It is expected that the Plan may be amended from time to time. Amendments to the Plan shall be limited to the three funding programs specified in Section C (Programmatic Expenditures). Amendment to the Plan shall be approved by a two-thirds vote of the STA Board, representing the majority of the population of Solano County. Prior notice will be provided to the City Clerks of the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the Clerk of the Board of the County of Solano. A minimum of 45-days notice and an opportunity to provide public comment on any proposed Plan amendment will be provided prior to its adoption.

### **5. Option to Bond**

The STA shall be authorized to issue bonds for the purposes of implementing the Plan. The bonds will be paid with the proceeds of the Fee. The costs associated with bonding will be borne only by programs in the Plan utilizing the bond proceeds. The costs and risks associated with bonding will be presented in the STA's Annual Budget and will be subject to public comment before approving a bond sale.

DRAFT REQUIRED FINDINGS:  
RELATIONSHIP OF BENEFIT TO FEE PAYERS AND  
CONSISTENCY WITH REGIONAL AND LOCAL TRANSPORTATION PLANS

<b>Local Streets and Roads Repair and Maintenance</b>	
<p>This program would provide funding for repairing and maintaining local streets and roads, including pavement, signs, signals and striping. <i>Fee payers benefit from having roadways repaired and subsequently safely maintained and operating efficiently. It is difficult for vehicles (automobiles, trucks and buses) and bicyclists to safely negotiate roadways with low pavement quality, inadequate or faded striping, or signal operation problems. Projects that improve local road operations benefit the Fee payers by reducing damage to vehicles from rough pavement. Fee payers also benefit from improved traffic flow resulting from the identification and mitigation of recurring safety and congestion problems caused by poor pavement, inadequate striping or poor signal operation. Fee payers also benefit from safe sidewalks, which both promote pedestrian travel and provide safe and efficient travel for Fee payers from their vehicle to their destination.</i></p>	
<b>Eligible Projects Could Include:</b>	<b>Relationship to Fee Payers</b>
<p>Repair and maintain local streets and roads. This covers all portions of the roadway, including curb and gutter or roadway shoulder. Repair and maintenance of sidewalks may only be included as a part of a local street and road rehabilitation project.</p>	<p>Local streets and roads must be kept in good working order if efficient and safe traffic flow is to be achieved. Street rehabilitation and repaving are essential for the continued operation of all modes of transportation, including automobiles, trucks, transit vehicles and bicycles. If streets are not routinely rehabilitated and repaved, the pavement quality deteriorates to a point where motor vehicles can no longer drive safely on roadways, and must drive slowly because they cannot travel at normal speeds. Bicycles traveling on designated bike lanes or bike routes are significantly impacted by poor pavement quality, putting riders at great risk of injury and automobile drivers at increased risk of delay due to bicycle accidents. If drainage is not maintained properly, large pools of water may result during rainy periods, which creates slowdowns as vehicles are unable to drive through areas of standing water at safe speeds. Properly maintained sidewalks increase the use of walking as a mode choice, reducing road congestion, and provide a safer journey from parking spaces to the final destination for drivers and passengers. Finally, poor-quality pavement results in increased maintenance costs for all motor vehicles.</p>
<p>Repair, maintain and install traffic control signs, signals and controllers.</p>	<p>Traffic signals are a key component of the operation of local streets and roads. Signals, including lights and standards, traffic detection systems and system controllers, require routine maintenance to keep them in proper working order. If any component of these systems is not in good working order, traffic flow efficiency is reduced and Fee payers are impacted by congestion and increased risk of traffic accidents. As new detection and control technologies are developed, traffic efficiency can be improved and system costs reduced by replacing old sensors and controllers with newer systems.</p>
<p>Repair, maintain and install signing and striping on roadways, including traffic and bicycle lanes and crosswalks</p>	<p>Roadway travel is made safer and more effective if roadways are adequately striped and are equipped with good signs. This includes making sure that lanes are properly marked and that the signs and stripes are visible. Signing and striping also extends to good bicyclist and pedestrian treatments, including bicycle lanes and bicycle route signs and pedestrian crosswalks, which provide notice to drivers as well as other users where the safer areas on the pavement are. Improved bicycle and pedestrian safety reduces the number of drivers on the road, and decrease traffic congestion due to accidents, both of which directly benefit Fee payers.</p>
<p>Repair, maintain and install street lights.</p>	<p>The efficiency and safety of roadways during reduced light conditions, such as during storms or between sunset and sunrise, is improved by adequate lighting. Such lighting must be installed where needed, and maintained in good working order. Occasionally, new lighting technology is developed which improves the illumination of the roadway while at the same time reduces operating costs. The improved illumination directly benefits fee payers by improving roadway efficiency, while the reduced operating costs provides a benefit to all members of the community, including Fee payers.</p>
<p>Repair, maintain and install accessibility improvements to meet federal and state requirements</p>	<p>Federal and state laws require a certain level of access for streets and street crossings for those with mobility impairments, including reduced visual capacity or the need to use a mobility assistant such as a walker or wheelchair. Repair and rehabilitation projects for roadways and crossings are required to install specified accessibility improvements if they do not already exist. By allowing projects such as road repairs that benefit the Fee payers to proceed, these accessibility improvements benefit the Fee payers.</p>
<p><b><u>Consistency with Regional Transportation Plan</u></b> The program is consistent with the Metropolitan Transportation Commission's (MTC's) Regional Transportation Plan (T2035Plan). The T2035 Plan includes several performance objectives that this Fee will help address, including:</p> <ul style="list-style-type: none"> <li>• Maintain pavement condition index (PCI) of 75 or greater for local streets and roads.</li> <li>• Reduce fatalities from motor vehicle collisions by 15 percent from 2009 by 2035.</li> <li>• Reduce bicyclist and pedestrian fatalities attributed to motor vehicle collisions by 25 percent (each) from 2000 by 2035.</li> <li>• Reduce bicyclist and pedestrian injuries attributed to motor vehicle collisions by 25 percent (each) from 2000 by 2035.</li> </ul>	
<p><b><u>Included in County Transportation Plan</u></b> This program is identified in the Solano Congestion Management Program (Solano CMP), which seeks to maintain mobility on Solano County's streets and highways, ensure that the Solano County transportation system operates effectively as a part of the larger Bay Area and northern California transportation systems, and conform with the T-2035 Plan. The Solano CMP Capital Improvement Program includes the following specific entries:</p> <ul style="list-style-type: none"> <li>• Project 230699 - Local streets and roads maintenance.</li> <li>• Project 230708 - Improve local interchanges and auxiliary lanes and make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements).</li> </ul>	

<b>Safe Routes to Schools</b>	
<p>This program would provide funding for items in the Solano Safe Routes to Schools plan, including capital projects such as radar feedback signs and street crossing improvements, and programs such as student bicycle education, student encouragement &amp; incentive programs, crossing guard training and hiring, and enhanced traffic enforcement near schools. <i>Fee payers benefit from bicyclist and pedestrian access and safety programs targeted to school-age children. Programs that increase student bicycle and pedestrian use can reduce the number of motor vehicles driven to and from schools during peak student arrival and departure times, thereby reducing localized traffic congestion and related air pollutant emissions. Fee payers also benefit from safety improvements and programs that reduce congestion resulting from traffic accidents.</i></p>	
<b>Eligible Projects Could Include:</b>	<b>Relationship to Fee Payers</b>
Install and maintain radar feedback signs near schools	Radar feedback signs help maintain a safe, even speed of traffic near schools and alert drivers who are exceeding the speed limit. The reduced risk to students and adults results in fewer traffic delays due to accidents, and an increase in the number of students bicycling or walking, rather than being driven, to school, thereby further reducing local traffic congestion faced by Fee payers.
Install, improve and maintain bicycle and pedestrian facilities near schools	Installing, improving and maintaining bicycle paths creates safe and attractive opportunities for students to bicycle or walk to school. This results in an increase in the number of students bicycling or walking, rather than being driven, to school, reducing local traffic congestion faced by Fee payers.
Improve rail, highway and road crossings near schools	Road, rail and highway crossings can provide significant barriers to students who wish to walk or bicycle to school. By installing or improving crossings, and by maintaining those that exist, safety of bicycling and walking is increased, and more students are expected to choose those options. This will reduce the traffic congestion faced by Fee payers as fewer cars are on the road during peak school times, and fewer congestion-causing incidents involving walking and bicycling students will occur.
Hire, train and equip crossing guards	Crossing guards help assure a safe and smooth flow of traffic that benefits Fee payers by ensuring that students cross busy streets in a group, rather than in staggered clusters, and by reducing delay-causing accidents involving student bicyclists and/or pedestrians.
Provide for additional traffic enforcement near schools	Additional traffic enforcement by local law enforcement officers helps maintain a safe, even speed of traffic near schools. The reduced risk to students results in fewer traffic delays due to accidents, and an increase in the number of students bicycling or walking, rather than being driven, to school, thereby further reducing local traffic congestion. The more frequent presence of law enforcement near schools also increases the overall perception of safety near those schools, which also contributes to higher rates of students walking or riding bikes, and thereby reducing traffic congestion. All of these results benefit the Fee payers by reducing congestion and delays.
Conduct bicycle and pedestrian safety programs, and education and encouragement programs consistent with the Solano Safe Routes to Schools Plan.	Bicycle and pedestrian safety programs increase student's ability to safely bike and/or walk to school, thereby reducing the opportunity for delay-causing accidents. In addition, the increased confidence in the safety of bicycle and pedestrian trips to and from school will increase the willingness of students and parents to choose non-driving alternatives for school trips, further reducing congestion faced by Fee payers.
<p><b><u>Consistency with Regional Transportation Plan</u></b> The program is consistent with the Metropolitan Transportation Commission's Regional Transportation Plan (<i>T2035 Plan</i>). The <i>T2035 Plan</i> has the stated objective to "promote walking and bicycling as viable, safe transportation choices for Bay Area residents," and includes several performance objectives that this Fee will help address, including:</p> <ul style="list-style-type: none"> <li>• Reduce bicyclist and pedestrian fatalities attributed to motor vehicle collisions by 25 percent (each) from 2000 by 2035.</li> <li>• Reduce bicyclist and pedestrian injuries attributed to motor vehicle collisions by 25 percent (each) from 2000 by 2035.</li> <li>• Reduce daily per-capita vehicle miles traveled (VMT) by 10 percent from today's levels by 2035.</li> <li>• Reduce emissions of fine particulates (PM<sub>2.5</sub>) by 10 percent from today's levels by 2035.</li> <li>• Reduce emissions of coarse particulates (PM<sub>10</sub>) by 45 percent from today's levels by 2035.</li> <li>• Reduce carbon dioxide (CO<sub>2</sub>) emissions to 40 percent below 1990 levels by 2035.</li> </ul>	
<p><b><u>Included in County Transportation Plan</u></b> This program is identified in the Solano Congestion Management Program (Solano CMP), which seeks to maintain mobility on Solano County's streets and highways, ensure that the Solano County transportation system operates effectively as a part of the larger Bay Area and northern California transportation systems, and conform with the <i>T2035 Plan</i>. The Solano CMP Capital Improvement Program includes the following specific entries:</p> <ul style="list-style-type: none"> <li>• Project 230550 - Transportation Climate Action Campaign: implement a five-year campaign to reduce greenhouse gas emissions; includes funding for a comprehensive outreach and education campaign, Regional and Local Safe Routes to School projects, Safe Routes to Transit, and Transit Priority Measures (TPM)</li> <li>• Project 22247 - Regional Bicycle Program: provide capital funds to fully build out the Regional Bicycle Network as defined in MTC's Regional Bicycle Master Plan for the San Francisco Bay Area, 2009 Update (some Safe routes to Schools projects are co-located with segments of the Regional and Solano bicycle networks)</li> </ul>	

<b>Senior and Disabled Mobility</b>	
<p>This program would provide funding for support of senior and disabled mobility programs and vehicles, including local and intercity subsidized taxi service, transit fare subsidies, vehicle purchase and mobility programs. <i>Fee payers benefit from the provision of mobility services to senior and disabled residents by reducing the number of vehicles on the road needed to transport these individuals. Access to transit vehicles operated by public and non-profit providers reduces the need for seniors and disabled individuals to operate such vehicles themselves. In addition, the specialized vehicles often needed to transport those with mobility restrictions are often larger than the average vehicle, and add to congestion by taking up more room on roadways and reducing visibility for other drivers.</i></p>	
<b>Eligible Projects Could Include:</b>	<b>Relationship to Fee Payers</b>
Intercity and/or local subsidized taxi service for ambulatory and/or non-ambulatory transit	Taxi service for senior and disabled residents provides an alternative to drive-alone trips to meetings and appointments, allowing instead the use of taxi vehicles, which link trips and result in fewer vehicles on the road. Using Fee revenues to subsidize senior and disabled rider fares is expected to increase the usage of the taxi program by senior and disabled residents, resulting in a net reduction in the number of vehicle trips and overall Vehicle Miles Traveled (VMT). The reduced number of trips and VMT results in less traffic congestion for Fee payers.
Reduced-price senior and disabled transit fares	Using Fee revenues to pay for subsidized transit fares for senior and disabled riders will give eligible recipients an affordable opportunity to use public transit, rather than individually-owned vehicles, for some trips. This will allow senior and disabled Fee payers to benefit by taking fewer (unsubsidized) trips with personal vehicles, and all Fee payers to benefit by having fewer privately-owned vehicles on the roadway.
Purchase of paratransit vehicles	Purchase of paratransit vehicles for use by disabled residents will increase their mobility and can reduce the need for individual households to own multiple vehicles in order to provide for transportation to both regular and restricted-mobility drivers. This can result in fewer overall vehicles on the road, and allow for the use of agency-operated vehicles that can link trips. This reduction in congestion will benefit Fee payers by reducing delays.
Purchase and/or operation of Senior Shuttles	Purchase and operation of senior shuttle vehicles for use by senior residents, whether or not they are disabled, will increase their mobility and can reduce the need for individual households to own multiple vehicles. This can result in fewer overall vehicles on the road, and allow for the use of agency-operated vehicles that can link trips, while still allowing senior Fee payers to own and operate their own vehicle for trips that are not appropriate for a shuttle.
Mobility programs (public and non-profit) to assist the disabled and seniors	Mobility programs are a complement to fare subsidies and vehicle purchase and operation by providing the personalized assistance to use existing services as well as to coordinate volunteer-based senior and disabled mobility services. While services may be available and discounted, seniors and the disabled need assistance finding services to meet their mobility needs and may also need further assistance using these services initially. The access and personalized assistance by these programs multiplies the effectiveness of the subsidy and vehicle purchase elements of the Expenditure Plan, and similarly multiplies the benefits realized by all Fee payers.
<p><b><u>Consistency with Regional Transportation Plan</u></b>            The program is consistent with the Metropolitan Transportation Commission's Regional Transportation Plan (<i>T2035 Plan</i>). The <i>T2035 Plan</i> has the stated objective to "commitment to provide mobility options for residents in low-income communities," which often overlaps with seniors and the disabled. <i>T2035Plan</i> includes several performance objectives that this Fee will help address, including:</p> <ul style="list-style-type: none"> <li>• Improve transportation options for the public, particularly low-income, elderly and disabled populations.</li> <li>• Improve coordination among all transportation service providers, enhancing commitments to delivering service that meets the needs of low-income, elderly and disabled populations.</li> <li>• Reduce daily per-capita VMT by 10 percent from today's levels by 2035.</li> <li>• Reduce emissions of fine particulates (PM<sub>2.5</sub>) by 10 percent from today's levels by 2035.</li> <li>• Reduce emissions of coarse particulates (PM<sub>10</sub>) by 45 percent from today's levels by 2035.</li> <li>• Reduce carbon dioxide (CO<sub>2</sub>) emissions to 40 percent below 1990 levels by 2035.</li> </ul>	
<p><b><u>Included in County Transportation Plan</u></b>            This program is identified in the Solano Congestion Management Program (Solano CMP), which seeks to maintain mobility on Solano County's streets and highways, ensure that the Solano County transportation system operates effectively as a part of the larger Bay Area and northern California transportation systems, and conform with T2035 Plan . The Solano CMP Capital Improvement Program includes the following specific entry:</p> <ul style="list-style-type: none"> <li>• Project 22423 - Lifeline Transportation Program: fund programs and services that address transportation gaps specific to low-income communities. Fund Senior and Disabled transit projects.</li> </ul>	