



Solano Transportation Authority

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Suisun City, California 94585

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Members:

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



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

Wednesday, April 30, 2008, 10:00 a.m.
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Robert Sousa, Chair
II. APPROVAL OF AGENDA (10:05 – 10:10 a.m.)	
III. OPPORTUNITY FOR PUBLIC COMMENT (10:10 – 10:15 a.m.)	
IV. REPORTS FROM MTC AND STA STAFF (10:15 – 10:20 a.m.)	
• Transit Connectivity	Pierce Gould, MTC Kevin Daughton
V. CONSENT CALENDAR	
<i>Recommendation: Approve the following consent items in one motion.</i>	
(10:20 – 10:25 a.m.)	
A. Minutes of the Consortium Meeting of March 26, 2008	Johanna Masiclat
<i>Recommendation:</i>	
<i>Approve minutes of March 26, 2008.</i>	
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CONSORTIUM MEMBERS

<u>Rob Sousa</u>	<u>Jeff Matheson</u>	<u>George Fink</u>	<u>John Andoh</u>	<u>Brian McLean</u>	<u>Crystal Odum-Ford</u>	<u>Paul Wiese</u>
Benicia Breeze	Dixon Read-Ride	Fairfield/Suisun Transit	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	County of Solano

VI. ACTION FINANCIAL ITEMS

- A. Transit Facilities of Regional Significance Criteria** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Transit Committee and the STA Board to review and approve the draft criteria for the Transit Facilities of Regional Significance.
(10:25 – 10:30 a.m.)
Pg. 5
- B. Legislative Update – April 2008** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to approve a position of support with amendments for SB 1093 (Wiggins).
(10:30 – 10:35 a.m.)
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VII. INFORMATION ITEMS

- A. Draft STA Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10** Daryl K. Halls
Informational
(10:35 – 10:45 a.m.)
Pg. 29
- B. Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2008-09** Liz Niedziela
Informational
(10:45 – 10:50 a.m.)
Pg. 33
- C. Comprehensive Transportation Plan (CTP) Subsidiary Study List** Robert Macaulay
Informational
(10:50 – 10:55 a.m.)
Pg. 39
- D. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status** Elizabeth Richards
Informational
(10:55 – 11:05 a.m.)
Pg. 41
- E. Fiscal Year (FY) 2008-09 Solano Paratransit Cost-Sharing Status** Elizabeth Richards
Informational
(11:05 – 11:10 a.m.)
Pg. 45

- | | |
|--|---------------------------|
| <p>F. Regional Measure 2 (RM 2) Bridge Toll Transit Operating Funds
 <u>Informational</u>
 (11:10 – 11:20 a.m.)
 Pg. 47</p> | <p>Elizabeth Richards</p> |
| <p>G. Fiscal Year (FY) 2008-09 State Transit Assistance Funds (STAF) Programs and Projects
 <u>Informational</u>
 (11:20 – 11:30 a.m.)
 Pg. 51</p> | <p>Elizabeth Richards</p> |
| <p>H. Distribution of State Transit Assistance Funds
 <u>Informational</u>
 (11:30 – 11:40 a.m.)
 Pg. 53</p> | <p>Elizabeth Richards</p> |
| <p>I. Fiscal Year (FY) 2008-09 Intercity Transit Funding Agreement Status
 <u>Informational</u>
 (11:40 - 11:45 a.m.)
 Pg. 55</p> | <p>Elizabeth Richards</p> |
| <p>J. Community Based Transportation Plan (CBTP) Status
 <u>Informational</u>
 (11:45 – 11:50 a.m.)
 Pg. 57</p> | <p>Liz Niedziela</p> |
| <p>K. SolanoExpress Transit Marketing Plan Update
 <u>Informational</u>
 (11:50 – 11:55 a.m.)
 Pg. 63</p> | <p>Judy Leaks</p> |
| <p>L. Solano Napa Commuter Information (SNCI) Monthly Issues
 <u>Informational</u>
 (11:55 – 12:00 a.m.)
 Pg. 65</p> | <p>Judy Leaks</p> |
| <p>VIII. TRANSIT OPERATIONS DISCUSSION</p> | <p>Group</p> |
| <p>IX. LOCAL TRANSIT ISSUES</p> | <p>Group</p> |
| <p>X. ADJOURNMENT
 The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at 10:00 a.m. on Wednesday, May 28, 2008.</p> | |

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INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
March 26, 2008

I. CALL TO ORDER

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

Consortium Present:	Rob Sousa	Benicia Breeze, Chair
	Jeff Matheson	Dixon Read-Ride
	George Fink	Fairfield/Suisun Transit
	John Andoh	Rio Vista Delta Breeze
	Brian McLean	Vacaville City Coach, Chair
<i>Via Teleconference</i>	Crystal Odum-Ford	Vallejo Transit

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

Others Present:	Melissa Andersen	City of Benicia
	John Harris	John Harris Consulting
	Nancy Whelan	Nancy Whelan Consulting
	Jeanine Wooley	City of Vallejo

II. APPROVAL OF AGENDA

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: John Harris announced that the consultants for the Transit Consolidation Study (Phase II) will be meeting with Benicia Transit staff this afternoon to begin the local assessment study of their current transit system.

V. CONSENT CALENDAR

On a motion by John Andoh, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium unanimously approved the consent calendar items A and D.

A. Minutes of the Consortium Meeting of February 27, 2008

Recommendation:

Approve minutes of February 27, 2008.

B. Comprehensive Transportation Plan (CTP) Update

Recommendation:

Forward a recommendation to the STA Board to adopt the attached Draft CTP Update Schedule.

VI. ACTION - FINANCIAL ITEMS

A. Initiation of SolanoExpress Route 70 Service

Daryl Halls presented this item to the Consortium and explained that the staff recommendation had changed based on recent conversations with MTC and Vallejo staff. He noted that earlier in the week the STA received a letter from the City of Benicia concerning Rt. 70 and highlighted their concerns with the implementation of Rt. 70 as proposed. He noted the change has MTC staff concerned resulting in a delay in the process of allocating the RM 2 funds for the operation and marketing of Rt. 70. Daryl Halls explained that the recommendation to not move forward will result in the loss of an estimated \$400,000 of RM 2 funds to Solano County. He thanked Vallejo staff for working hard over the past several months to try to implement this service.

Crystal Odum-Ford noted Vallejo's continued support for Rt. 70 and requested the Consortium support restitution to Vallejo to offset the costs to Vallejo Transit by not moving forward with Rt. 70 as planned.

Jeff Matheson noted the lost opportunity of not being able to use all of the RM 2 funds.

Recommendation:

Forward a recommendation to the STA Board to ~~authorize the Executive Director to enter into an agreement with the City of Vallejo to manage the operation~~ postpone the initiation of SolanoExpress Route 70.

On a motion by Rob Sousa, and a second by Jeff Matheson, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation as amended above in ~~strikethrough~~ **bold italics**.

B. Unmet Transit Needs Comments and Responses for Fiscal Year (FY) 2008-09

Due to an unresolved item, Liz Niedziela requested tabling this item until the next meeting in April.

On a motion by Jeff Matheson, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved to table this item until the next meeting in April.

C. Regional Transportation Plan (RTP) Policy Priorities

Robert Macaulay stated that MTC is beginning to analyze the projects submitted by the large multi-county transit operators and CMAs. He said the analysis will be released in early May and lead to a 6-week regional discussion of investment option trade-offs. He identified the principles for guiding STA's input and discussion of MTC's RTP investment trade-offs.

Recommendation:

Forward a recommendation to the STA Board to adopt the principles identified above for guiding STA's input and discussion of MTC's RTP investment trade-offs.

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

VII. INFORMATION ITEMS

A. Summary of Regional Measure 2 (RM 2) Transit Funds

Elizabeth Richards reviewed and summarized funding for the RM 2 \$1 toll increase expenditure plan/transit operations as well as RM 2 funding plans for FY 2006-07 and FY 2007-08.

B. SolanoExpress Transit Marketing Plan Update

Judy Leaks provided an update to the initiation process of the overall transit marketing plan. She indicated that staff has inventoried the transit agencies to determine locations such as bus interiors, exteriors and shelters for advertising and display of the countywide transit map. She also mentioned that staff is planning for an initial roll out of the SolanoExpress marketing campaign in mid-May.

- C. 10-Year Capital Investment Plan (CIP) – Minor Transit Capital**
Elizabeth Richards and Nancy Whelan began discussion of specific issues that were raised at the February Consortium meeting. Staff reviewed the two remaining topics that are related to the CIP development process and prioritization criteria for applying available revenues to projects.
- D. FY 2008-09 Intercity Transit Funding Agreement Status**
Elizabeth Richards stated that further data is needed to reach a resolution on how to reconcile FY 2006-07 which is to be provided by the operators to the STA by March 31st. She added that FY 2007-08 Cost Allocation Models are to be submitted by the Intercity Transit Operators by March 31st as well.
- E. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status**
Elizabeth Richards presented the first draft of the FY 2008-09 TDA matrix. She stated that the FY 2008-09 revenue estimate and carryover are based on MTC's February 2008 estimate that has been approved by the MTC Commission.
- F. Bike to Work Week May 12-16, 2008**
Judy Leaks announced the upcoming fourteenth (14th) annual Bike to Work campaign in the Bay Area to be held May 12-16, 2008 (Bike to Work Day is Thursday, May 15th).
- G. SNCI Monthly Issues**
Judy Leaks provided an update on several key issues pertaining to transit schedules, marketing/promotions, and other events.

NO DISCUSSION

H. Funding Opportunities Summary

VIII. TRANSIT OPERATIONS DISCUSSION

The Consortium members provided reports on transit operating issues in their respective cities.

IX. LOCAL TRANSIT ISSUES

None presented.

X. ADJOURNMENT

The meeting was adjourned at approximately 11:55 a.m. The next meeting is scheduled for **Wednesday, April 30, 2008 at 10:00 a.m.** in the STA Conference Room.



DATE: April 18, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Transit Facilities of Regional Significance Criteria

Background:

On November 8, 2000, the STA Board approved its first "Routes of Regional Significance" map, including the entire highway system in Solano County, plus those existing local arterials that provide major points of access to the highway system or regional connections between communities and key transportation facilities. Routes of Regional Significance have continued to be a part of the Comprehensive Transportation Plan (CTP). The STA is currently updating the Solano CTP.

The Transit Element of the CTP does not identify regionally-significant infrastructure. In an effort to make the CTP more consistent between elements, it is recommended that Transit Facilities of Regional Significance be identified during the update.

Discussion:

"Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles. "Regional Significant" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Using these two broad definitions, the following criteria are recommended for identifying Transit Facilities of Regional Significance:

1. All passenger train stations, current or planned, and all passenger rail lines as identified in an adopted STA Plan.
2. All ferry facilities, current or planned, including terminals, maintenance docks and fueling stations as identified in an adopted STA Plan.
3. Bus stations providing all of the following services:
 - a. Routes to destinations outside Solano County or between two or more cities in Solano County
 - b. Peak hour headways of less than 1 hour
4. Maintenance facilities for busses providing services identified in 3 above.
5. Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.

Facilities identified in the Transit Facilities of Regional Significance list will be given priority for funding when the STA adopts its 5 and 10 year transit funding lists. As the Transit Element of the CTP is developed, additional benefits to identified facilities may be proposed.

Once the criteria are adopted, each of the jurisdictions and/or transit operators in Solano County will be asked to submit candidate facilities. The list of those facilities will be reviewed by the Transit Committee during preparation of the CTP update. The final list will be included in the CTP when it is adopted by the STA Board, as shown in the schedule below.

1. April 26, 2008 TAC and Consortium recommends criteria for facilities to be identified as Transit Facilities of Regional Significance.
2. May/June 2008 Transit Committee reviews and approves TAC criteria.
3. June 2008 Communities and transit providers recommend facilities for inclusion in the Transit Facilities of Regional Significance list and map, based upon the identified criteria.
4. July 2008 TAC and Consortium reviews facilities submittals and recommends inclusion based on adopted criteria.
5. September 2008 Transit Committee and STA Board approves the new Transit Facilities of Regional Significance list and map based on the TAC and Consortium recommendations. STA staff will incorporate the this in the draft Transit Element of the CTP.

Comprehensive Transportation Plan Consistency

The Solano County Transit Facilities of Regional Significance was developed to depict those facilities that were deemed critical for maintaining existing mobility between and through cities, and to the broader Northern California region. Creating the Transit Facilities of Regional Significance list and map will meet the intent and objective of CTP Goal #5. This goal states:

Goal #5: "The Solano CTP will seek to maintain regional mobility while improving local mobility."

The Transit Facilities of Regional Significance will also assist STA in developing priority funding strategies for transit facilities. This will help implement Goal #8, which states:

Goal #8: The Solano CTP will include priority lists and funding strategies for projects and programs.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Transit Committee and the STA Board to review and approve the draft criteria for the Transit Facilities of Regional Significance.



DATE: April 23, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update – April 2008

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues. Attachment A is a current Legislative Matrix listing the bills that staff is watching and analyzing for the 2007-08 State legislative session and the 2008 Federal legislative session.

Discussion:

State Update:

The STA Board adopted a watch position in February 2008 on Senate Bill (SB) 1093. This is the bill authored by Senator Wiggins to make technical changes to last year's legislation (SB 976) creating the San Francisco Bay Area Water Emergency Transportation Authority (WETA) as a replacement for the Water Transportation Authority (WTA) to oversee Bay Area ferry services. Senator Wiggins' bill is in line with the concerns as expressed by the STA Board and City of Vallejo.

The bill was amended on April 7th, 2008, and again on April 21st (Attachment B) to address involvement of the City of Vallejo and/or Solano County in development of the proposed management and transition plan, representation on the new regional WETA, and assurances that the existing Baylink levels of operation, funding and service will be maintained or enhanced. Additionally, with the Governor's recent appointment of former Vallejo Mayor Anthony Intintoli to the WETA Board, staff now recommends a position of support with amendments for this bill. At the April 30th meeting, staff will provide a list of proposed amendments submitted by the City of Vallejo.

Federal Update:

STA Board Members, staff and Mike Ammann (Executive Director of Solano Economic Development Corporation) travelled to Washington, D.C. March 31 - April 3, 2008 to meet with Solano County's Congressional delegates and staff to discuss Solano's priority transportation funding and needs. Since 1998, \$45.8 million has been obtained as a direct result of STA advocacy efforts with Washington, D.C. The STA has requested \$13.35 million in federal earmarks for FY (Fiscal Year) 2009 as follows:

- Travis Air Force Base (AFB) Access Improvements - \$5 million
- Vallejo Ferry Maintenance Facility, Phase 3 – \$2 million
- Bus Replacement/Expansion (Alternative Fuel) – SolanoExpress - \$2 million
- Fairfield/Vacaville Intermodal Station - \$2.5 million
- Vacaville Intermodal Station, Phase 1 - \$1.85 million

Susan Lent and Sean O'Shea of Akin Gump, the STA's new federal legislative advocacy firm, coordinated our meetings with the offices of Representatives George Miller, Ellen Tauscher and Dan Lungren, Senators Dianne Feinstein and Barbara Boxer, and other key committee member and staff meetings in Washington, D.C.

Recommendation:

Forward a recommendation to the STA Board to approve a position of support with amendments for SB 1093 (Wiggins).

Attachments:

- A. STA Legislative Matrix
- B. SB 1093 (Wiggins) Amended 04-21-08



Solano Transportation Authority

LEGISLATIVE MATRIX

2007-2008 State and Federal Legislative Session

April 21, 2008

Solano Transportation Authority

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State Assembly Bills

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AB 1904	Torrice	Transportation: programming of projects			3
ACA 10	Feuer	55% Voter threshold, special tax for transportation	Support		4

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 286	Lowenthal	Amended 1/17/08: Transportation enhancement funds: conservation corps requirement			4
SB 375	Steinberg	Transportation planning: travel demand models: preferred growth scenarios: environmental review	Watch		4

State Senate Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
SB 748	Corbett	State-Local Partnership Program allocation guidelines.	Watch		5
SB 1093	Wiggins	SF Bay Area Water Emergency Transportation Authority (ferry cleanup bill)	Watch		5

Federal Bills

Bill	Author	Subject	STA's Position	Others' Position	Page
S 294	Lautenberg	A bill to reauthorize Amtrak, and for other purposes.			5

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

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

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Bill Summaries

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
AB 444 (Hancock) Voter-approved vehicle registration fee for traffic congestion management	Authorizes county congestion management agencies in Alameda County and Contra Costa County, with a majority vote of agency's board, to impose annual fee of up to \$10 on motor vehicles registered with the county for a traffic congestion management program. Imposition of fee would require voter approval. Transportation improvements that reduce congestion include those that improve signal coordination, travel information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.	07/11/07 SEN Rev & Tax. Amended 06/28/07 to add Solano County	Support
AB 842 Jones Regional plans: traffic reduction	Requires the Transportation Commission to update its guidelines for the preparation of regional transportation plans, including a requirement that each regional transportation plan provide for a 10% reduction in the growth increment of vehicle miles traveled. Requires a specified sum of funds to be made available from a specified account to the Department of Housing and Community Development to fund grants to assist agencies of local governing in the planning and production of infill housing.	02/07/08; SEN Com. On Trans. And Housing	Watch
AB 1845 (Duvall) Railroad-highway grade separations.	This bill would state the intent of the Legislature to transfer the responsibility for developing the priority list for the annual \$15,000,000 grade separation program from the Public Utilities Commission to the CTC upon completion of the expenditure of the \$150,000,000 in Proposition 1B general obligation bond funds that are to be allocated pursuant to the priority list process. Introduced on 1/28/08	1/29/08; ASM RULES	
AB 1904 (Torrico) Transportation: programming of projects	This bill, for purposes of calculation of state highway miles in a county for the county shares formula, would provide that the total number of non-freeway miles in a county shall be calculated so that it is not less than the total number of non-freeway miles that existed in the county on January 1, 2008. Introduced on 2/8/08	2/21/08; ASM TRANS	

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State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
ACA 10 (Feuer) 55% Voter threshold, special tax for transportation	<p>This measure would lower to 55% the voter approval threshold for a city, county, or city and county to impose, extend, or increase any special tax for the purpose of paying the principal, interest, and redemption charges on bonded indebtedness incurred to fund specified transportation infrastructure. This measure would also lower to 55% the voter approval threshold for a city, county, or city and county to incur bonded indebtedness, exceeding in one year the income and revenue provided in that year, that is in the form of general obligation bonds to fund specified transportation infrastructure.</p>	02/08/08; May be heard in ASM Com.	Support
SB 286 (Lowenthal) Transportation enhancement funds: conservation corps	<p>Amended 1/17/08 to replace with language relative to federal funds for state transportation enhancement projects. The bill as amended establishes criteria for priority to be given to projects that employ community conservations corps members to construct projects. The bill also authorizes agencies to enter into cooperative agreements with the corps.</p> <p><i>Previous support position related to Prop 1B Bond Implementation for Local Streets/Roads.</i></p>	01/18/08; ASM APPROP	
SB 375 (Steinberg) Transportation planning: travel demand models: preferred growth scenarios: environmental review.	<p>The California Environmental Quality Act (CEQA) exempts specified activities from its provisions, including a project that is residential on an infill site within an urbanized area, and that meets other specified criteria, including that the project is within 1/2 mile of a major transit stop. This bill requires the California Transportation Commission (CTC) to adopt by April 1, 2008, specific guidelines for travel demand models used in development of regional transportation plans by certain regional transportation planning agencies. It requires the Department of Transportation to assist CTC in preparation of the guidelines, if requested to do so by CTC. It also requires the Air Resources Board to provide each region with greenhouse gas emission reduction targets for 2020 and 2050.</p>	01/28/08; Re-referred to ASM APPROP Amended 01/28/08	Watch

State Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
SB 748 (Corbett) State/Local Partnerships	States the purposes of the State-Local Partnership Program to be allocated by the California Transportation Commission (CTC) to eligible transportation projects nominated by transportation agencies. Requires the CTC to adopt program guidelines.	08/30/07; ASM APPROP, First hearing cancelled by author	Watch
SB 1093 (Wiggins) SF Bay Area Water Emergency Transportation Authority	Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires that, in certain states of emergency, the authority coordinate emergency activities for all water transportation services in the bay area region in cooperation with certain specified entities. This bill would make technical, non-substantive changes to those provisions. <i>Amended 4/21/08</i>	04/21/08; SEN Approp	Watch

Federal Legislation

Federal Legislation Bill/Author	Summary	Status of Bill	STA Position/ Others' Position
S 294 (Lautenberg) Amtrak Reauthorization	A bill to reauthorize Amtrak, and for other purposes.	11/01/07 Referred to Subcommittee on Railroads, Pipelines, & Hazardous Materials.	Cosponsored by Senator Boxer

California Legislature 2007-08 Regular Session Calendar

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

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110th United States Congress 2008 Second Session Calendar

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

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AMENDED IN SENATE APRIL 21, 2008

AMENDED IN SENATE APRIL 7, 2008

SENATE BILL

No. 1093

Introduced by Senator Wiggins
(Principal coauthor: Assembly Member Evans)

January 10, 2008

An act to amend Sections 66540.6, 66540.11, 66540.12, 66540.22, 66540.32, and 66540.68 of, and to add Section 66540.315 to, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1093, as amended, Wiggins. San Francisco Bay Area Water Emergency Transportation Authority.

Existing law, the San Francisco Bay Area Water Emergency Transportation Response and Disaster Recovery Act, establishes the San Francisco Bay Area Water Emergency Transportation Authority as a local governmental entity of regional government and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires the transfer of public transportation ferries and related water transportation services and facilities in the bay area region, as specified, to the authority and requires the authority to adopt a transition plan to facilitate that transfer. Existing law requires that the planning, management, and operation of any existing or planned public transportation ferries and related facilities and services in the bay area region be consolidated under the authority's control.

This bill would make that consolidation subject to the authority's adoption of the transition plan and would prohibit the authority from

compelling operational changes to water transportation services provided by public agencies on or before January 1, 2008, prior to the adoption of that plan. The bill would require the transition plan to include specified information, including, but not limited to, a description of any compensation proposed to be made for the execution of the transfer of ownership of any assets, as specified, and would require that the amount of compensation be mutually agreed upon by the authority and the local agency, as specified. The bill would require that proposed changes to the City of Vallejo's water transportation services be proposed in a specified manner and would require the authority to ensure that the ferry maintenance facility located on Mare Island remains operational and that specified plans for improvement or expansion of that facility are completed. The bill would also authorize the authority to establish a community advisory committee to receive community and passenger recommendations related to consolidation or operational issues affecting existing and proposed water transportation services.

Existing law requires the authority to create and adopt the transition plan on or before January 1, 2009, and an emergency water transportation system management plan on or before July 1, 2009. Under existing law, the authority is required to provide a copy of those plans to each city and county in the bay area region at least 45 days prior to adopting the plans.

This bill would extend the date for the creation and adoption of the transition plan to July 1, 2009. In addition, the bill would require the authority to conduct specified public hearings and provide copies of the plans or plan amendments to specified cities and counties within certain periods of time prior to adopting those plans or amendments.

Existing law provides that the authority is governed by a board of 5 members and requires that each member of the board be a resident of a county in the bay area region.

This bill would require that a ferry terminal collecting at least 40% of the total receipts of the ferry system be represented on the board, as specified.

Existing law requires the board to supervise and regulate every water transportation services facility owned or operated or controlled by the authority, including the establishment of rates and the making and enforcement of schedules, among other things, for or in connection with any transportation facility owned or operated or controlled by the authority.

This bill would require the board to conduct a public hearing at least 60 days prior to adopting changes to rates or schedules and to provide notification of those changes to the public, specified newspapers, and the city where the ferry terminal affected by the changes is located, as specified.

Existing law prohibits the authority from assuming any financial obligations in accepting a transfer other than those associated with the operation of the services and facilities being transferred to it. Existing law also requires the authority to bear reasonable administrative costs incurred by public transportation ferries and related water transportation services related to the transfer of public transportation services to the authority.

This bill would authorize the authority to assume any costs associated with engine repowering, engine overhauling, and dredging, as specified, and would also require the authority to bear the reasonable administrative costs incurred by public transportation ferries and related water transportation services related to the implementation of the San Francisco Bay Area Water Emergency Transportation Response and Disaster Recovery Act.

Existing law requires the authority to assume and be bound by the employment terms and conditions set forth in any collective bargaining agreement or employment contract between the San Francisco Bay Area Water Transit Authority and any labor organization or employee affected by the creation of the authority, as specified.

This bill would also require the authority to assume and be bound by the employment terms and conditions set forth in any collective bargaining agreement or employment contract between any public or private entity whose services the authority directly assumes, and any labor organization or employee affected by the assumption of those services.

The bill would enact other related provisions.

By imposing additional duties on the authority, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Section 66540.6 of the Government Code is
2 amended to read:

3 66540.6. (a) In order to establish and secure emergency
4 activities of all water transportation and related facilities within
5 the bay area region, the authority shall have the authority to operate
6 a comprehensive emergency public water transportation system
7 that includes water transportation services, water transit terminals,
8 and any other transport and facilities supportive of the system for
9 the bay area region, provided that those facilities are consistent
10 with the Bay Plan adopted by the Bay Conservation and
11 Development Commission, as it may be amended from time to
12 time, and that the authority consults in good faith with affected
13 municipalities, counties, and other public agencies that may be
14 affected by a particular facility. The authority shall have authority
15 and control over all public transportation ferries within the bay
16 area region, except those owned and operated by the Golden Gate
17 Bridge, Highway and Transportation District. The planning,
18 management, and operation of any existing or planned public
19 transportation ferries and related facilities and services in the bay
20 area region shall be consolidated under the authority's control,
21 subject to the adoption of the transition plan required by
22 subdivision (b) of Section 66540.32. The authority shall not compel
23 operational changes to water transportation services provided by
24 public agencies on or before January 1, 2008, prior to the adoption
25 of that transition plan.

26 (b) Because of the importance of an orderly development of a
27 comprehensive bay area region emergency water transportation
28 system, the environmental, health, and public safety issues
29 implicated, and the scarce resources available, the authority shall
30 determine the entry within its jurisdiction of any water
31 transportation service or facility that will affect public lands or
32 receive or benefit from the use of federal, state, or local funds,
33 except those owned and operated by the Golden Gate Bridge,
34 Highway and Transportation District.

35 (c) Nothing in this section shall be construed to be in derogation
36 of the existing authority of the California Public Utilities
37 Commission.

1 SEC. 2. Section 66540.11 of the Government Code is amended
2 to read:

3 66540.11. (a) All public transportation ferries and related water
4 transportation services and facilities within the bay area region
5 shall be transferred to the authority in accordance with the
6 transition plan required under subdivision (b) of Section 66540.32,
7 except for the services and facilities owned, operated, and provided
8 by the Golden Gate Bridge, Highway and Transportation District.

9 (b) The authority may accept the transfer of ownership,
10 operation, and management of any other public transportation
11 ferries and related water transportation services and facilities within
12 the bay area region developed or adopted by any general purpose
13 local government or special district that operates or sponsors water
14 transit, including, but not limited to, those water transportation
15 services provided under agreement with a private operator.

16 (c) All transfers pursuant to subdivision (a) and (b) shall be
17 consistent with the transition plan required under subdivision (b)
18 of Section 66540.32 and shall include, but not be limited to, all of
19 the following:

20 (1) All real and personal property, including, but not limited to,
21 all terminals, ferries, vehicles or facilities, parking facilities for
22 passengers and employees, and buildings and facilities used to
23 operate, maintain, and manage the water transportation services
24 system.

25 (2) All personnel currently employed by the water transportation
26 services system, subject to the provisions of Article 5 (commencing
27 with Section 66540.55) of Chapter 5.

28 (3) All contracts with tenants, concessionaires, leaseholders,
29 and others.

30 (4) All subsidies for the water transportation services system,
31 other than the direct subsidy the Golden Gate Bridge, Highway
32 and Transportation District currently provides to the water
33 transportation services system it provides.

34 (5) All financial obligations generated from the operations of
35 the water transportation services system, including, but not limited
36 to, bonded indebtedness and subsidies associated with the public
37 transportation ferry system.

38 (d) In accepting a transfer, the authority may assume no financial
39 obligations other than the following:

1 (1) The financial obligations associated with the operation of
2 the services and facilities being transferred to the authority.

3 (2) The costs, on a pro rata basis, associated with any long-term
4 engine repowering or engine overhauling necessary to keep the
5 vessels being transferred to the authority in working order.

6 (3) The costs associated with any dredging required prior to the
7 transfer of ferry services to the authority.

8 (e) Reasonable administrative costs incurred by the other public
9 transportation ferries and related water transportation services and
10 facilities related to the transfer required by this section or the
11 implementation of this title shall be borne by the authority.

12 SEC. 3. Section 66540.12 of the Government Code is amended
13 to read:

14 66540.12. (a) The authority shall be governed by a board
15 composed of five members, as follows:

16 (1) Three members shall be appointed by the Governor, subject
17 to confirmation by the Senate. The Governor shall make the initial
18 appointment of these members of the board within 10 days after
19 the effective date of this title.

20 (2) One member shall be appointed by the Senate Committee
21 on Rules.

22 (3) One member shall be appointed by the Speaker of the
23 Assembly.

24 (b) Each member of the board shall be a resident of a county in
25 the bay area region.

26 (c) If a ferry terminal collects at least 40 percent of the total
27 receipts of the ferry system under the control of the authority, the
28 city or public agency where that terminal is located shall have a
29 representative ~~on~~ *serve as one of the five members of the board.*
30 *This member shall be appointed by the Governor, subject to*
31 *confirmation by the Senate, as provided in paragraph (1) of*
32 *subdivision (a).*

33 (d) Public officers associated with any area of government,
34 including planning or water, whether elected or appointed, may
35 be appointed to serve contemporaneously as members of the board.
36 No local jurisdiction or agency may have more than one
37 representative on the board of the authority.

38 (e) The Governor shall designate one member as the chair of
39 the board and one member as the vice chair of the board.

40 (f) The term of a member of the board shall be six years

1 (g) Vacancies shall be immediately filled by the appointing
2 power for the unexpired portion of the terms in which they occur.

3 SEC. 4. Section 66540.22 of the Government Code is amended
4 to read:

5 66540.22. (a) The board shall supervise and regulate every
6 water transportation services facility owned or operated or
7 controlled by the authority, including the establishment of rates,
8 rentals, charges, and classifications, and the making and
9 enforcement of rules, regulations, contracts, practices, and
10 schedules, for or in connection with any transportation facility
11 owned or operated or controlled by the authority.

12 (b) If the board proposes to change rates or schedules for or in
13 connection with a facility described in subdivision (a), the board
14 shall conduct a public hearing at least 60 days prior to adopting
15 those changes. The hearing shall be located in the city where the
16 ferry terminal affected by the proposed changes is located and the
17 board shall do all of the following:

18 (1) Make copies of the proposed changes available to the public
19 on the Internet at least 30 days prior to the public hearing.

20 (2) Provide written notification of the proposed changes to all
21 major newspapers in the area affected by those changes at least
22 30 days prior to the public hearing. For purposes of this paragraph,
23 "major newspaper" means a newspaper with a circulation rate of
24 at least 10,000.

25 (3) Provide written notification of the proposed changes to the
26 city where the ferry terminal affected by those changes is located
27 at least 30 days prior to the public hearing.

28 SEC. 5. Section 66540.315 is added to the Government Code,
29 to read:

30 66540.315. The authority may establish a community advisory
31 committee to receive community and passenger recommendations
32 related to consolidation and operational issues affecting existing
33 and proposed water transportation services. The authority shall
34 determine the composition of these committees.

35 SEC. 6. Section 66540.32 of the Government Code is amended
36 to read:

37 66540.32. (a) The authority shall create and adopt, on or before
38 July 1, 2009, an emergency water transportation system
39 management plan for water transportation services in the bay area

1 region in the event that bridges, highways, and other facilities are
2 rendered wholly or significantly inoperable.

3 (b) (1) The authority shall create and adopt, on or before July
4 1, 2009, a transition plan to facilitate the transfer of existing public
5 transportation ferry services within the bay area region to the
6 authority pursuant to this title. In the preparation of the transition
7 plan, priority shall be given to ensuring continuity in the programs,
8 services, and activities of existing public transportation ferry
9 services.

10 (2) The plan required by this subdivision shall include all of the
11 following:

12 (A) A description of the proposed expansion of ferry services
13 in the bay area region and a description of any proposed changes
14 to the operations of existing ferry services in the bay area region.

15 (B) An estimate of the costs to provide the services described
16 in subparagraph (A) and available or proposed sources of revenue
17 to meet those costs.

18 (C) A description of the proposed services, duties, functions,
19 responsibilities, and liabilities of the authority and those of agencies
20 providing or proposed to provide water transportation services.

21 (D) (i) To the extent the plan includes the transfer of ownership
22 of any assets, including, but not limited to, vessels, personnel,
23 terminals, and parking structures, a description of any
24 compensation proposed to be made for the execution of those
25 transfers.

26 (ii) For purposes of this subparagraph, the amount of
27 compensation to be made shall be mutually agreed upon by the
28 authority and the local agency. This agreement shall not be
29 implemented until both the authority and the local agency pass a
30 resolution in support of the agreement. The authority and the local
31 agency shall provide notice of the agreement to the public within
32 30 days of reaching the agreement and shall pass the resolution
33 within 60 days of reaching the agreement. ~~If the authority and the
34 local agency are unable to agree on an amount, the authority shall
35 enter into an agreement with the local agency to arbitrate the
36 controversy.~~

37 (E) A commitment to leverage or seek funding that supports
38 the completion of existing or planned capital projects, as of January
39 1, 2008, that further the expansion, efficiency, or effectiveness of
40 the ferry system.

1 (F) A description of how existing and expanded water
2 transportation services will provide seamless connections to other
3 transit providers in the bay area region, including, but not limited
4 to, a description of how the authority will coordinate with all local
5 agencies to ensure optimal public transportation services that
6 support access to the ferry system for the immediate and
7 surrounding communities.

8 (3) To the extent the plan required by this subdivision includes
9 proposed changes to water transportation services provided by the
10 City of Vallejo, those changes shall be proposed in a manner
11 consistent with that city's general plan, its downtown and
12 waterfront redevelopment plans, and its development and
13 disposition agreements, including, but not limited to, the
14 construction of the proposed Vallejo Station Joint Development
15 Project, which includes a parking garage and a separate bus transfer
16 facility.

17 (4) To the extent the plan required by this subdivision includes
18 proposals for ferry maintenance facilities, the authority shall ensure
19 that the existing ferry maintenance facility located on Mare Island
20 remains in operation and that any plans for the improvement or
21 expansion of the facility that have received funds on or before
22 January 1, 2008, are completed.

23 (c) In developing the plans described in subdivisions (a) and
24 (b), the authority shall cooperate to the fullest extent possible with
25 the Metropolitan Transportation Commission, the State Office of
26 Emergency Services, the Association of Bay Area Governments,
27 and the San Francisco Bay Conservation and Development
28 Commission, and shall, to the fullest extent possible, coordinate
29 its planning with local agencies, including those local agencies
30 that operated, or contracted for the operation of, public water
31 transportation services as of the effective date of this title. To avoid
32 duplication of work, the authority shall make maximum use of
33 data and information available from the planning programs of the
34 Metropolitan Transportation Commission, the State Office of
35 Emergency Services, the Association of Bay Area Governments,
36 the San Francisco Bay Conservation and Development
37 Commission, the cities and counties in the San Francisco Bay area,
38 and other public and private planning agencies. In addition, the
39 authority shall consider both of the following:

1 (1) The San Francisco Bay Area Water Transit Implementation
2 and Operations Plan adopted by the San Francisco Bay Area Water
3 Transit Authority on July 10, 2003.

4 (2) Any other plan concerning water transportation within the
5 bay area region developed or adopted by any general purpose local
6 government or special district that operates or sponsors water
7 transit, including, but not limited to, those water transportation
8 services provided under agreement with a private operator.

9 (d) The authority shall prepare a specific transition plan for any
10 transfer not anticipated by the transition plan required under
11 subdivision (b).

12 (e) Prior to adopting the plans required by this section, the
13 authority shall do both of the following:

14 (1) Provide a copy of the plans to each city and county in the
15 bay area region at least 90 days prior to adopting the plans in order
16 to allow those cities or counties to provide comments on the plans
17 to the authority.

18 (2) Conduct a public hearing at least 60 days prior to adopting
19 the plans in each city where an operational ferry terminal existed
20 on January 1, 2008. For purposes of the public hearing required
21 by this paragraph, the board shall do both of following:

22 (A) Make copies of the plans available to the public on the
23 Internet at least 30 days prior to the public hearing.

24 (B) Provide written notification of the plans to all major
25 newspapers in the city where the hearing will occur at least 30
26 days prior to the public hearing.

27 (f) Prior to amending any of the plans adopted pursuant to this
28 section, the authority shall do both of the following:

29 (1) At least 90 days prior to adopting the amendments, provide
30 a copy of the amendments to each city and county affected by the
31 amendments in order to allow those cities and counties to provide
32 comments on the amendments to the authority.

33 (2) Conduct a public hearing at least 60 days prior to adopting
34 the amendments in each city affected by the amendments. For
35 purposes of the public hearing, the board shall do both of the
36 following:

37 (A) Make copies of the amendments available to the public on
38 the Internet at least 30 days prior to the public hearing.

1 (B) Provide written notification of the amendments to all major
2 newspapers in the city where the hearing will occur at least 30
3 days prior to the public hearing.

4 (g) For purposes of this section, "major newspaper" means a
5 newspaper with a circulation rate of at least 10,000.

6 SEC. 7. Section 66540.68 of the Government Code is amended
7 to read:

8 66540.68. (a) This article does not apply to any employees of
9 the authority in a bargaining unit that is represented by a labor
10 organization, except as to the protection of the rights of those
11 employees that were employees of the San Francisco Bay Area
12 Water Transit Authority as specifically provided in Section
13 66540.56.

14 (b) The adoption, terms, and conditions of the retirement systems
15 covering employees of the authority in a bargaining unit
16 represented by a labor organization shall be pursuant to a collective
17 bargaining agreement between that labor organization and the
18 authority. Any such retirement system adopted pursuant to a
19 collective bargaining agreement shall be on a sound actuarial basis.
20 The authority and the labor organization representing the
21 authority's employees in a bargaining unit shall be equally
22 represented in the administration of that retirement system.

23 (c) (1) The authority shall assume and be bound by the terms
24 and conditions of employment set forth in any collective bargaining
25 agreement or employment contract between the San Francisco Bay
26 Area Water Transit Authority and any labor organization or
27 employee affected by the creation of the authority, as well as the
28 duties, obligations, and liabilities arising from, or relating to, labor
29 obligations imposed by state or federal law upon the San Francisco
30 Bay Area Water Transit Authority.

31 (2) The authority shall assume and be bound by the terms and
32 conditions of employment set forth in any collective bargaining
33 agreement or employment contract between any entity, whether
34 public or private, whose services the authority directly assumes,
35 and any labor organization or employee affected by the assumption
36 of those services.

37 SEC. 8. No reimbursement is required by this act pursuant to
38 Section 6 of Article XIII B of the California Constitution because
39 the only costs that may be incurred by a local agency or school
40 district will be incurred because this act creates a new crime or

1 infraction, eliminates a crime or infraction, or changes the penalty
2 for a crime or infraction, within the meaning of Section 17556 of
3 the Government Code, or changes the definition of a crime within
4 the meaning of Section 6 of Article XIII B of the California
5 Constitution.

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DATE: April 22, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: Draft STA Overall Work Plan for Fiscal Year (FY) 2008-09
and FY 2009-10

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2007-08 and FY 2008-09 included a list of 40 priority projects, plans and programs.

In April 2008, staff provided the STA Board with a status and progress report of the current OWP in preparation for providing a draft OWP for the forthcoming two fiscal years.

Discussion:

Attached is the draft STA OWP for FY 2008-09 and FY 2009-10. This draft OWP contains a total of 40 staff recommended projects, plans and programs/services that would cover the range of current and proposed activities of the STA for the next years.

SUMMARY OF DRAFT OWP

The draft OWP includes a total of 11 projects, 9 plans or studies, and 19 programs or services. Several of these work tasks are a combination of projects, plans and/or programs. The projects are not ranked in terms of relative priority, but all grouped according to one of three of the STA departments responsible for implementing the specified project tasks and categorized as either a plan, project or program. STA serves as the lead agency for the vast majority of these tasks and either serves as co-lead or partners with the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC) or one or more of our member agencies in the implementation of the remainder.

PROJECTS

The OWP contains a total of 11 projects with the STA serving either in the role of lead agency, co-lead agency or monitoring agency. The STA continues to serve as lead agency for the following projects:

1. I-80/I-680/SR 12 Interchange
2. North Connector
3. I-80 HOV Lane Projects
4. Cordelia Truck Scales
5. Jepson Parkway Project

The Cordelia Truck Scales is a new project that has been separated out from the I-80/I-680/ SR 12 Interchange based upon the awarding of Proposition 1B Trade Corridor Improvement Funds to the project by the California Transportation Commission.

Through a memorandum of understanding (MOU), the STA serves as co-lead agency with California Department of Transportation (Caltrans) and the Napa County Transportation Planning Agency (NCTPA) for the SR 12 Jameson Canyon project. Recently, it was determined that STA will take on the lead agency role for the design of the project with Caltrans being the lead for right of way acquisition and construction.

10. SR 12 Jameson Canyon

As an agency responsible for funding a variety of transportation projects and programs, STA has monitored the progress of seven projects where Caltrans is responsible for project delivery:

8. SR 12 Safety Projects
14. SR 12 West Truck Climbing Lane Project
15. I-80 Red Top Slide Project
16. Benicia Martinez Bridge Project
17. I-80 SHOPP Projects

PLANS

The FY 2008-09 and FY 2009-10 OWP contain 9 specific planning efforts or studies. These include the following:

7. SR 12 Median Barrier and Rio Vista Bridge Study
9. I-80 Corridor Management Policies
19. SR 113 Major Investment Study
20. SR 29 Major Investment Study
21. Update of Countywide Traffic Safety Plan
28. Comprehensive Transportation Plan Update
36. Transit Consolidation Study
37. Community Based Transportation Planning (CBTP)
38. Transit Capital Funding Plan

As part of the Countywide Traffic Safety Plan update, staff is proposing to conduct a Safe Routes to Transit Plan, a Countywide Rail Crossing Plan and specific plans pertaining to emergency responders and disaster preparedness. The Transit Capital Funding Plan is also a new plan added to this year's OWP. The update of the STA's Comprehensive Transportation Plan (CTP) is expected to be a large undertaking with a number of studies and plan comprising the CTP.

PROGRAMS

The STA also administers and monitors a variety of transportation programs and services in partnership with our member agencies. These include the following:

11. Solano Countywide Safe Routes to Schools Program
12. Monitor Delivery of Local Projects/Allocation of Funds
13. Regional Measure 2 Implementation
18. Abandoned and Vehicle Abatement Program
22. Congestion Management Program
23. Countywide Traffic Model & Geographic Information System
25. Transportation for Livable Communities Program and MTC's Transportation Planning for Land Use Solutions (T-PLUS) Program
26. Implementation of Countywide Bicycle Plan Priority Projects/Bicycle Advisory Committee
27. Implementation of Countywide Pedestrian Plan Priority Projects/Pedestrian Advisory Committee
29. Clean Air Fund Program and Monitoring
30. STA Marketing/Public Information Program
34. Paratransit Coordinating Council
35. Intercity Transit Coordination
38. Lifeline Program Management
40. Solano Napa Commuter Information Program

As part of the Congestion Management Program, staff is proposing to conduct a regional impact fee/ AB 1600 study, either countywide, as a subregional or corridor level.

The STA has also provided funding for four programs/projects/services that are being delivered by other agencies:

24. Capitol Corridor Rail Stations
31. Baylink/WETA Ferry Support and Operational Funds
32. Solano Express Route Management – 30 & 90
33. Solano Paratransit Management

At the meeting, staff will provide a summary of the draft FY 2008-09 and 2009-10 OWP. This will be agendaized as a discussion item at the STA Board meeting of May 14, 2008 with adoption scheduled for the month of June. The TAC and Consortium will have an opportunity to review and provide comments on the draft OWP at both their April and May TAC meetings. Once adopted, the STA's OWP will guide the development of the STA's budget for FY 2008-09 and FY 2009-10.

Recommendation:

Informational.

Attachment:

- A. STA's Overall Work Plan (Priority Projects) for FY 2008-09 and FY 2009-10
(To be provided under separate cover.)

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DATE: April 18, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Comments and Responses for Fiscal Year
(FY) 2008-09

Background:

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Currently, four out of eight jurisdictions use TDA funds for streets and roads (Rio Vista, Suisun City, Vacaville and the County of Solano). In FY 2008-09, three jurisdictions plan to continue to use TDA funds for streets and roads purposes (Rio Vista, Suisun City, and the County of Solano). Suisun City is scheduled to phase out of this process beginning in FY 2009-10. Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who prepare responses specific to their operation.

Once STA staff has prepared all the responses, a coordinated response is forwarded to MTC. If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county and an Unmet Needs Plan does not need to be prepared. Making a positive finding of no reasonable transit needs would allow the three agencies who plan to claim TDA for streets and roads purposes to receive allocations of TDA Article 4/8 for FY 2008-09. All TDA claims for local streets and roads, but not transit, are held by MTC until this process is completed.

Discussion:

This year's annual Unmet Transit Needs public hearing for FY 2008-09 was held on December 4, 2007 at the Solano County Administration Center (CSAC) in Fairfield.

MTC summarized the key issues of concern and forwarded them to STA to coordinate a response. These issues of concern were provided at the February 2008 Technical Advisory Committee (TAC) and Consortium meetings. STA staff worked with the affected transit operators to prepare Solano County's draft coordinated response (see Attachment A). STA has submitted this preliminary draft response to MTC for review and comments. MTC is requesting additional information concerning Issue #3 before making any recommendation to their Commission.

Issue #3: Concerns about DART/Solano Paratransit service including: late pick-ups, early pick-ups, long trips, shortened dialysis treatments.

The additional information requested is listed below:

1. The expense incurred of implementing new technology, adding resource, training, and quality control measures on the following:
 - a. New Scheduling Software, Trapeze
 - b. Telephone Doctor Program and staff training
 - c. Additional position of an Operation Manager (Annual)
 - d. Adding an additional van to Saturday Service
2. Definition of on-time performance and how it is measured.
3. Explain how the upgraded phone system has improvement productivity.
4. Explain how Trapeze is improving scheduling, increasing productivity, and on-time performance.
5. Comparison of on-time performance from six months prior to the unmet needs hearing to six month after
6. Analysis of all complaints from six months prior to unmet needs hearing and six months after.
7. STA to contact dialysis center to follow up on comments made at Unmet Needs hearing.

Fiscal Impact:

No impact on the STA budget. As determined by MTC, if reasonable Unmet Transit Needs remain at the end of this process, TDA funds could not be used for streets and roads purposes by the three local jurisdictions that plan to do so in FY 2008-2009. It will not have any impact on TDA funds used for transit operating, capital, planning or other eligible purpose.

Recommendation:

Informational.

Attachments:

- A. FY 2008-09 Unmet Transit Needs Issues and Preliminary Draft Responses

FY2008-09
Solano Unmet Transit Needs Response

Issue 1: Request for more service and better coordination of the Fairfield/Suisun Transit Rt.30

Transit Operator: Fairfield/Suisun Transit (FST)

Use of TDA: Fairfield/Suisun Transit does not use 100% of their TDA for transit.

Response

Resolution #2: This issue will be addressed by changes in service planned to take place through the fiscal year 2008-09.

Route 30 operates Monday - Friday with five round trips a day between Fairfield and Sacramento (Capitol Mall) with selected stops in Vacaville, Dixon, and UC Davis. The ridership on this route has been steadily increasing. On a few occasions, riders at the Dixon's stop were turned away due to full capacity. The route's productivity should be able to handle additional service and perform above a 20% farebox recovery rate. The Solano Transportation Authority provides management oversight to Route 30. The STA has begun discussions with FST to add another morning and evening peak trips. New, limited Saturday service may be provided with Lifeline funding. However, there are two obstacles that will need to be overcome prior to implementation and these are expected to be resolved in FY2008-09: equipment and contract service hour limits. The first issue concerns equipment and the need to secure additional over the road coaches to provide additional peak period trips. For an immediate fix, Fairfield/Suisun Transit is trying to lease a bus from another transit agency. The second is there are not enough service hours on FST's current transportation provider's contract. Fairfield/Suisun Transit currently has an RFP out for a transportation provider. A new contract should be in place by the July 2008 with more service hours so that existing services may be expanded.

Issue 2: Request for more local service in Benicia

Transit Operator: Benicia Breeze

Use of TDA: Benicia Breeze uses 100% of its TDA for transit

Response

Resolution #2: This issue will be addressed by changes in service planned to take place through the fiscal year 2008-09.

Benicia Breeze is in the process updating their Short Range Transit Plan. A key element of this is evaluating their local transit system in the context of the new express route (Rt. 70) that is proposed to soon serve Benicia. Benicia Breeze has secured \$30,000 of Solano STA funds to assist in the cost of developing a Benicia Breeze Local Service Study. This study will analyze the current local Benicia Breeze route structure and develop a revised route structure within the City of Benicia to connect with Route 70 that is due to start in April 2008. The Benicia Breeze system has numerous routes some of which have difficulty meeting the required systemwide 20% farebox recovery ratio on some of the routes. A complete analysis of the local bus system will assist in developing an efficient and effective transit system and determine if additional local service can be added while still maintaining a systemwide 20% farebox recovery rate.

Issue 3: Concerns about DART/Solano Paratransit service including: late pick-ups, early pick-ups, long trips, shortened dialysis treatments.

Transit Operators: Fairfield/Suisun Transit

Use of TDA: Fairfield/Suisun Transit does not use 100% of their TDA for transit.

Response

Resolution#1: This issue has been addressed through recent changes in service, and
Resolution #2: This issue will be addressed by changes in service planned to take place through the fiscal year 2008-09.

FST and STA take these issues and concerns very seriously. DART is FST's local ADA paratransit service provider. Solano Paratransit is also operated by FST with management oversight by the Solano Transportation Authority (STA) and funded by the five jurisdictions that it services. The two paratransit services are operated together to provide seamless service. As these issues relate to Solano Paratransit, the STA will work with FST to improve the monitoring of the issues raised (late pick-ups, early pick-ups, etc.), evaluate the reported problems, and develop an implementation plan to resolve these issues.

The City of Fairfield maintains an on-time service delivery rate of approximately 90% for both services. The City has been, and continues to be committed to continuing to improve on-time performance by implementing new technology, adding resources, training, and quality control measures. These include:

1. In June 2007, new scheduling software program (Trapeze) was implemented to increase productivity including on-time performance. The replaced software was not providing adequate performance measures. To utilize all of its capabilities, training on the new software scheduling program continued over several months.
2. An upgraded automated phone system was installed November 2007. All dispatchers completed a seven part telephone training course called the Telephone Doctor to elevate customer service. All dispatchers completed the coursework by January 2008.
3. To further evaluate the customer service, a monitoring system went into effect in February 2008 requiring the contractor to include a CD-ROM in their monthly reports with audio files of all the dispatch calls for five days to audit the effectiveness of training and ensure that the passengers are receiving the highest quality customer service.
4. Also, an additional position of an Operation Manager was hired March 2008.
5. One additional Paratransit van was added to service on Saturday that began January 2008.
6. A Geographic Information System (GIS) has been used to an extent as the basis for the ADA mapping and the scheduling software, Trapeze, set up. It is available

to be modified for eventual use in the Automated Vehicle Location (AVL) for computerized trip planning service to further increase productivity.

Issue 4: Request to make discount pass application available in central county.

Transit Operator: Fairfield/Suisun Transit

Use of TDA: Fairfield/Suisun Transit does not use 100% of their TDA for transit.

Response

Resolution #2: This issue will be addressed by changes in service planned to take place through the fiscal year 2008-09.

Fairfield/Suisun Transit honors the Regional Transit Connection Discount Card. FST or STA will commit to offering this service locally in FY2008-09.

Issue 5: Request for more local service by Fairfield/Suisun Transit

Transit Operator: Fairfield/Suisun Transit

Use of TDA: Fairfield/Suisun Transit does not use 100% of their TDA for transit.

Response

Resolution #2: This issue will be addressed by changes in service planned to take place through the fiscal year 2008-09.

The City of Fairfield recently completed a fiscally restrained Short Range Transit Plan (SRTP) covering FY 2006- FY 2017. This plan outlines future service roll-outs in a fiscally restrained environment and was developed after a lengthy public outreach and planning process.

Issue 6: Request for more local service in Vallejo, including service to the new Solano Community College campus, Vallejo

Transit Operator: Vallejo Transit

Use of TDA: Vallejo Transit uses 100% of its TDA for transit

Resolution #3: The service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards.

Since 1999, Vallejo Transit had been incurring operating deficits due to increasing operating expenses, sporadic rising fuel costs, and the growing disparity between the rate of rising operating costs and transportation revenues. Between June 2006 and June 2007, Vallejo City Council approved two rounds of fare increases, service adjustments, route restructuring, and cuts on the ferry, bus, and taxi scrip programs resulting in over 10% of the transit budget. The increasing cost of operations and the escalating cost of fuel are still adversely and severely impacting Vallejo Transit's present and future budget. Solano College has opened a new satellite college in Vallejo. Presently there is no Vallejo Transit route that directly serves the campus and budgetary constraints have made it

impossible to do so to date. Transportation staff recognizes both the need to provide this community service and the opportunity to reach a larger population of new transit riders. Vallejo Transit staff is presently costing out route adjustments in anticipation of developing creative measures to provide the service within the existing transit and/or college budgets. However, given the alarming rate of increase in the cost of diesel fuel, it is highly unlikely that additional local service can be implemented. New service to Solano Community College/Vallejo campus is also being studied as part of a Vallejo Community Based Transportation Plan that is currently underway and scheduled to be completed by early Summer 2008. If this is identified as a key project priority and if Lifeline funding is secured, service may be able to be implemented. However, without new funding additional service is not expected to be possible.



DATE: April 18, 2008
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Robert Macaulay, Director of Planning
 RE: Comprehensive Transportation Plan (CTP) Update – Subsidiary Studies

Background:

The Solano Transportation Authority (STA) is in the process of updating the Solano Comprehensive Transportation Plan (CTP). The CTP consists of 3 primary elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit. Each of these elements includes subsidiary studies. Some of those studies will be updated as part of the CTP update, while others will be updated after the CTP or are up-to-date and do not need to be revised.

Discussion:

Below is a list of the subsidiary studies for each CTP Element. The list is broken into three categories: studies to be updated as part of the CTP, studies to be updated after the CTP, and up-to-date studies that only need to be incorporated into the CTP. The Solano Intercity Transit Consortium will make a recommendation to the Transit Committee on the study list.

ALTERNATIVE MODES ELEMENT		
Update with CTP	Update After CTP	Incorporated Without Updating
	Solano Transportation For Livable Communities Plan	
Alternative Fuels Strategy (new plan)		
		Safe Routes to School Plan
		North Connector TLC Corridor Concept Plan
Solano Countywide Bicycle Master Plan		
Solano Countywide Pedestrian Master Plan		
Cordelia Area/Jameson Canyon Bicycle Facilities Master Plan		
Safe Routes to Transit (new plan)		
	Jepson Parkway Concept Plan	
		I-80/Capitol Corridor Smart Growth Study (under way)

ARTERIALS, HIGHWAYS AND FREEWAYS ELEMENT

Update After	Update After	Update After
		I-80/680/780 Corridor Study (FPI)
	SR 12 MIS	
Routes of Regional Significance List and Map		
		I-80/680/780 Corridors Operational Improvement Plan (under way)
		SR 113 Corridor Study (underway)
		Rio Vista Bridge Feasibility Study (under way)
Solano Travel Safety Plan		
		North Connector TLC Corridor Concept Plan
		Cordelia Truck Scales Relocation Study

TRANSIT ELEMENT

Update After	Update After	Update After
		SR 12 Transit Corridor Study
I-80/I-680/I-780 Transit Corridor Study (Operational Plan)		
Transit Facilities of Regional Significance list and map		
Transit Consolidation Plan		
Rail Stations and Service Plan Update		
Solano County Senior and Disabled Transit Study		

When the list of subsidiary studies is finalized, STA staff will schedule work to complete timely updates of the appropriate studies, and begin to obtain consultant assistance where appropriate.

Fiscal Impact:
None.

Recommendation:
Informational.



DATE: April 18, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2008-09 Transportation Development Act (TDA)
Matrix Status

Background:

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

In addition to using TDA funds for member agencies' local transit services and streets and roads, several agencies share in the cost of various transit services (e.g., Solano Paratransit and major intercity routes) that support more than one agency in the county through the use of a portion of their individual TDA funds.

Discussion:

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to the Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Express Bus Routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to give its claim approvals. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix.

At the March Consortium meeting, the first draft of the FY 2008-09 TDA Matrix was presented. The FY 2008-09 revenue estimate and carryover are based on MTC's February 2008 estimate that has been approved by MTC. Member agency TDA contributions to the STA are shown; these are consistent with the STA Board approved methodology.

Much of this draft matrix is driven by the parallel effort of the Intercity Transit Funding group which is developing a cost-sharing agreement for intercity routes and Solano Paratransit cost-sharing (see separate reports). Solano Paratransit is managed by the STA, operated by Fairfield/Suisun Transit and funded by five local jurisdictions. For the past several years, the annual funding contributions have been consistent with the approved methodology outlined in the multi-year agreement. At the request of some of

the Solano Paratransit funding partners, an alternative cost-sharing arrangement may also be analyzed for consideration.

At this time, the TDA matrix has one update since the March Consortium meeting. It has been clarified that Suisun City will claim \$100,000 of TDA for Streets and Roads purposes in FY 2008-09. This will be the final year Suisun City will claim TDA funds for Streets and Roads.

Recommendations:
Informational.

Attachment:

- A. Draft 2 of Solano TDA Article 4/8 Matrix for FY 2008-09

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DATE: April 22, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2008-09 Solano Paratransit Cost-Sharing Status

Background:

Through an agreement with the Solano Transportation Authority (STA), Fairfield-Suisun Transit (FST) operates Solano Paratransit on behalf of the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the County of Solano. Each of these agencies contribute local Transportation Development Act (TDA) funds for this service. Over the years, the STA has secured a variety of other funds for this service including federal Section 5310 grants for new buses and Regional Paratransit State Transit Assistance Funds. An updated multi-year funding agreement was executed in FY 2005-06.

Solano Paratransit operates Monday-Saturday providing intercity Paratransit service between the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the unincorporated areas in the central and eastern portion of Solano County. FST operates the service in concert with its local paratransit service (called Dial-a-Ride-Transit or DART) and subsidized taxi program. The STA provides general oversight and coordinates funding for Solano Paratransit service.

Discussion:

The agreed-upon methodology for sharing the cost of Solano Paratransit among the six participating jurisdictions is based on three factors: population, number of trips, and average trip length. As these factors change over time, the percentage of shared cost is updated periodically. This methodology has been used for several years.

There has been a request to consider at least one other cost-sharing methodology. Specifically, the 80% residence of ridership and 20% population has been proposed by some jurisdictions as preferable. In addition, Rio Vista staff has suggested that they provide their own intercity paratransit service for their residents through their deviated fixed route service between Rio Vista and the Fairfield/Suisun City area which would result in their dropping out of Solano Paratransit.

The total projected cost for Solano Paratransit service in FY 2008-09 has been received from Fairfield/Suisun Transit and reflects a 28% increased over the FY 2007-08 budget. A meeting scheduled for April 24th among the Solano Paratransit funding partners was cancelled due to the lack of farebox data received and supporting documentation to justify the increased cost. A new meeting will be scheduled once the data is received.

Recommendation:

Informational.

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DATE: April 23, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Regional Measure (RM 2) Bridge Toll Transit Operating Funds

Background:

In March 2004, voters passed Regional Measure 2 (RM 2) raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by \$1. This extra dollar was to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in Senate Bill (SB) 916. Specifically, RM 2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM 2 funding. A local match is not required for RM 2 funds.

The Bay Area Toll Authority (BATA) is the financial manager for RM 2 funds. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery.

Specific transit services are eligible to receive operating assistance under RM 2. These projects and services have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. RM 2 funded transit services must be new in total or an incremental increase from existing service. Due to other federal, state and regional requirements, full eligibility for the receipt of RM 2 funding is not determined until approval of the funding allocation by MTC.

Eligible expenses for operating follow the eligibility criteria for Transportation Development Act (TDA) funds. The period of eligibility for operating expenses is for the fiscal year for which the allocation is made. The term fiscal year has reference to the year commencing July 1 and ending June 30 of the following year. Allocations cannot be carried over to the following fiscal year.

Fourteen (14) project categories were identified in the RM 2 Transit Operating Funding Expenditure Plan. One of these project categories is the Regional Express Bus North Pool (Carquinez and Benicia Bridge). The first year of funding for this category was \$3.4 million with an escalation factor of 1.5%. The Regional Express Bus North Pool is further broken down to multiple operators: along I-80 with Vallejo Transit as a project sponsor and other project sponsors including Westcat, Golden Gate Transit, Contra Costa Transit Agency. The amount for I-80/Vallejo Transit became the amount distributed throughout Solano County once RM 2 eligible service began by other operators in 2006. Later, Fairfield/Suisun Transit (FST) was added.

Discussion:

Among the transit funding programs the Solano Transportation Authority (STA) manages are the RM 2 funds for Solano County. Vallejo Transit began to increase service with RM 2 funds in FY 2004-05. Service was added to Rt. 80, 85, 90, 91 and a new route (Route 92) was initiated. One other service in the county was eligible, but was not yet implemented: additional service on FST's Route 40 service. Since FY 2004-05, Rt. 90 has been transferred to FST, Rt. 91 was deleted by consensus of Solano transit operators, and Route 92 was deleted by STA and Vallejo due to low ridership. Rt. 92 operated between Vacaville and Fairfield to the Baylink Ferry Terminal. RM 2 performance standards require that within the third fiscal year of operation, RM 2 funded routes must meet one of two standards: 20% farebox recovery for all day service or 30% for peak only service.

In the fall of 2006, Rt. 90 was transferred from Vallejo Transit to FST. In addition, FST's Rt. 40 was extended to Walnut Creek BART Station and a stop in Benicia was added for the first time. This qualified the route to be RM 2 eligible. These changes were discussed in the first Intercity Transit Funding (ITF) agreement. Also outlined in the FY 2006-07 ITF agreement was the discontinuation of Vallejo Transit Rt. 92 and the implementation of Rt. 70 (a new express route along the I-780 corridor) by Vallejo Transit. With these changes occurring on several RM 2 routes, a countywide RM 2 funding plan was developed for FY 2006-07 and FY 2007-08. STA facilitated the two initial RM 2 funding plans between Vallejo Transit and FST which was approved by the STA Board. Although there is a 1.5% escalation factor, due to low bridge toll revenues MTC has informed RM 2 transit operators that there will not be an escalation in FY 2008-09.

RM 2 transit operating funds are for new services (or increments of new service) above the baseline of service at the time RM 2 was approved. If what was once new RM 2 service is discontinued, the RM 2 funds cannot be used for the remaining service if it falls below the baseline. When the allocation of the RM 2 funds in Solano was negotiated, one of the factors taken into account at the time was that the distribution was expected to maximize the actual collection of RM 2 funds. Since that time, services have changed and likely to change further. Staff recommends that the jurisdictional division of RM 2 funds in the FY 2007-08 plan be continued, but allocations among routes be modified to maximize the funding for FY 2007-08 RM 2 services and the ability to collect the funds. The exact route allocations will be determined through the ITF agreement.

Recommendation:

Informational.

Attachments:

- A. Approved FY 2007-08 RM 2 Funding Plan
- B. Preliminary FY 2008-09 RM 2 Funding Plan

**Solano Transportation Authority Regional Measure 2 Operating Assistance
STA Plan for
FY 2007-08**

Operating Plan

	Route 40	Route 90	Route 70	Route 80	Route 85			Total		
Operating Budget									Fairfield	Vallejo
Estimated Annual Revenue Hrs.	0	0	0					-		
Estimated Operating Cost/Revenue Hour	0	0	0					-		
Total Operating Cost	726,765	1,715,191	887,049	2,997,687	1,350,719	-	-	7,677,411		
-- Fare Revenue	122,594	551,281	177,410	1,484,720	455,491			2,791,496		
-- RM 2 Operating Assistance Request	184,072	526,963	353,851	661,873	201,741			1,928,500	711,035	1,217,465
-- Local Sales Tax	-	-	-					-		
-- Private Sector Contributions	-	-	-	-	-	-	-	-		
-- Other Subsidy (No. Co. STAF)	85,000	145,000	40,000	125,000	-	-	-	395,000	230,000	165,000
Total Subsidy	269,072	671,963	393,851	786,873	201,741	-	-	2,323,500	941,035	1,382,465
Total Revenues	391,666	1,223,244	571,261	2,271,593	657,232	-	-	5,114,996		
Local Agencies' TDA Contributions	(335,099)	(491,947)	(315,788)	(726,094)	(693,487)	-	-	(2,562,415)		

**Solano Transportation Authority Regional Measure 2 Operating Assistance
STA Preliminary Plan for
FY 2008-09**

Operating Plan											
	Fairfield/Suisun Transit		Vallejo Transit								
	Route 40	Route 90	Route 70	Route 80	Route 85			Total			
Operating Budget										Fairfield	Vallejo
Estimated Annual Revenue Hrs.								-			
Estimated Operating Cost/Revenue Hour								-			
Total Operating Cost							-	-			
-- Fare Revenue								-			
-- RM 2 Operating Assistance Request								-	\$ 711,035	\$ 1,217,465	
-- Local Sales Tax	-	-	-					-			
-- Private Sector Contributions	-	-	-	-	-	-	-	-			
-- Other Subsidy (No. Co. STAF)								-	-	-	
Total Subsidy	-	-	-	-	-	-	-	-	-	-	
Total Revenues	-	-	-	-	-	-	-	-			
Local Agencies' TDA Contributions	-	-	-	-	-	-	-	-			



DATE: April 25, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2008-09 State Transit Assistance Funds (STAF)
Programs and Projects

This report will be provided under separate cover.

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DATE: April 23, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
Nancy Whelan, Nancy Whelan Consulting
RE: Distribution of State Transit Assistance Funds

Background:

STA prepares an annual plan for use of Northern Counties Share of State Transit Assistance Funds (STAF), allocating funds to high priority operating and capital projects in the County. The annual allocation plan is reviewed by the SolanoExpress Transit Consortium, Technical Advisory Committee and approved by the STA Board.

The Consortium asked STA staff to investigate how State Transit Assistance funds are allocated in the region, noting that other counties provide STAF funds on a population formula basis to cities and the county unincorporated area within their counties.

Metropolitan Transportation Commission (MTC) Policy for Allocating STAF
MTC's Resolution 2310 provides the original policy for allocating STAF made available under the provisions of Public Utilities Code Sections 99313 and 99314 and relevant subsections. The policy for allocating funds to the Northern Counties is as follows:

“A. Northern Counties (Marin, Sonoma, Solano (excluding Vallejo) and Napa)

A percentage of the MTC discretionary funds and interest will be apportioned to each of the four counties in proportion to each county's share of the region's population, as determined by the most recent State Department of Finance estimates.

All eligible STA applicants will develop a multi-year county-wide plan for the use of these funds. These funds shall not supplant TDA funds currently used for transit. As with TDA, a coordinated claim will be required if there is more than one eligible operator within those service areas. These funds may be used for the following purposes (not in priority order):

- o Paratransit Operations and Capital
- o Regional Coordination Projects
- o Performance Audit/Productivity Improvement
- o Special Projects of Regional Interest
- o Intercity/Intercounty Services
- o Unmet critical capital replacement requirements for which no other funds are available.”

The balance of the MTC discretionary funds is allocated to small transit operators, regional paratransit, and regional coordination. In January 2008, MTC approved a revised policy (MTC Resolution 3837) for distributing STAF population based funds, assigning percentage shares of funding for Northern Counties/Small Operators, Regional Paratransit, Lifeline, and MTC Regional Coordination. Beginning in FY 2008-09, the Vallejo revenue apportionment for small operator population based funds is combined with Solano County.

Discussion:

STAF Allocations within the Northern Counties

The annual STAF allocations to Marin, Sonoma, and Napa are handled in different ways. In Marin, all of the STAF Northern Counties share is allocated to the Golden Gate Bridge Highway and Transit District. Currently, those funds are claimed for Golden Gate Transit bus and ferry service.

In Sonoma County the STAF Northern Counties share is distributed to local jurisdictions on a population share basis. In Sonoma's 2007 claim, 100% of the distributions to six (6) of the ten (10) local jurisdictions is dedicated to Sonoma County Transit for American Disabilities Act (ADA) implementation. Healdsburg and Petaluma make a contribution of their STAF to countywide ADA implementation and use the balance for their City's transit operations. The remainder of the STAF Northern Counties share is used by Santa Rosa CityBus and Sonoma County Transit.

Napa's STAF Northern Counties share is claimed by Napa County Transportation Planning Agency (NCTPA) and is used for Napa VINE service. NCTPA submits a consolidated claim for TDA and STAF for all services under its administration.

STAF funds allocated by STA for Solano County have been used to match capital funds to replace paratransit vans, to match capital funds for bus replacements, to facilitate changes to intercity transit routes and to provide funding for transit studies. Transit operators and local jurisdictions make requests for these funds annually. Historically, STAF funds have been dedicated to Intercity Transit planning, equipment, operations, and marketing. Regional Paratransit STAF funds have been dedicated to intercity paratransit equipment, planning and operations. At the Consortium meeting, staff will provide a history of STAF allocations in Solano County.

In addition to investigating STAF allocation processes in the Northern Counties, STA asked staff at the Sacramento Area Council of Governments (SACOG) how STAF population share funds are distributed in their region. STAF funds are apportioned to the six (6) counties in the region based on population shares. In Yolo County, STAF is apportioned to Yolo Bus and Unitrans. Yolo Bus is working with Yolo County to make its claim for STAF directly to SACOG.

Recommendation:

Informational.



DATE: April 23, 2008
TO: SolanoExpress Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2008-09 Intercity Transit Funding Agreement Status

Background:

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

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

The FY 2007-08 ITF agreement addressed funding for seven major intercity routes. In preparation for next fiscal year, staff has engaged the ITF Working Group (ITFWG) in the development of the FY 2008-09 ITF agreement.

Discussion:

The first step in developing the FY 2008-09 agreement was to determine how the intercity routes funded through the FY 2007-08 ITF agreement were performing at mid-year. In the FY 2007-08 ITF agreement, monitoring of intercity route performance is required by the intercity operators. The first ITFWG meeting was held March 17th. At that meeting the mid-year data was reviewed as well as other intercity transit route performance data. In general, intercity services are performing well in terms of ridership and farebox recovery. Costs are tracking at, or in some cases, below budgeted costs. The two intercity transit operators reviewed potential major issues for FY 2008-09 that may affect costs.

Other items discussed in March included reconciliation of FY 2006-07 and the development of a reconciliation process for FY 2007-08 and years forward. Further data is needed to reach a resolution on how to reconcile FY 2006-07 and in addition FY 2008-09 Cost Allocation Models needed to be submitted.

The data submitted by March 31st was compiled and presented at the next meeting of the ITFWG that was held on April 10th. At the April 10th meeting, there was further discussion of the FY 2006-07 reconciliation process and refinement of the data. Various cost-sharing scenarios for FY 2008-09 were presented as well. Further scenarios were requested. With additional and updated data, these items will be discussed and possibly resolved at the next meeting on April 24th. The ITF Working Group will continue to meet until issues are resolved.

Fiscal Impact:

The Intercity Transit Funding agreement will identify funding for major intercity services in FY 2008-09.

Recommendation:

Informational.



DATE: April 18, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Community Based Transportation Plan (CBTP) Status

Background:

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

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

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

Each county needs to conduct a comprehensive planning effort to identify transit needs in disadvantaged communities. STA is the lead agency for Solano County, and as such will serve as fiscal agent for the funds. In addition, STA would assume overall responsibility for project oversight. In Solano County, the initial areas identified by MTC were Dixon, Cordelia, and Vallejo. The Dixon Community-Based Transportation Plan was completed as a pilot program in 2004. Based on discussion between STA and MTC staff, the Cordelia study area has been expanded to include several lower income neighborhoods of Fairfield and Suisun City.

Discussion:

To complete the Cordelia/Fairfield/Suisun City and Vallejo CBTPs, STA has engaged the Valerie Brock Consulting team to perform the scope of work as required for the Community-Based Transportation Plans. Valerie Brock Consulting has been working closely with STA staff to deliver the following schedule outlined by the timeline of deliverables. Presently, with the dedicated work from the consultant team, these studies are moving on schedule with no anticipated delays.

November 2007 – February 2008	Initial services; Establish stakeholders, summarize transit gaps, and hold initial stakeholders and community meetings.
March 2008	Complete outreach, prioritize issues and potential projects. Make presentation to stakeholders groups.
May 2008	Develop Draft Plans
May – June 2008	Present Draft Plans to stakeholders group, SolanoExpress Transit Consortium (on May 28, 2008) and STA Board (on June 11, 2008)
June 30, 2008	Complete Final Community-Based Transportation Plans for both the Vallejo and Cordelia communities.

Current Status

Technical Advisory Committees (TAC) were established for each study area. The purpose of the TAC is facilitate the project. Their objectives are to review and finalize work products prior to presentation to the stakeholders and monitor the schedule and completion of task work products. The TAC initially met in December 2007 and developed the stakeholders’ lists. A second meeting was held with each TAC to review the outreach plan and interview guide in January 2008. The TAC members are as follows:

Vallejo’s TAC Members:

Crystal Odum Ford	Vallejo Transit Superintendent
Therese Knudsen	Metropolitan Transportation Commission
Gail Jack	County of Solano/CalWorks Program
Elizabeth Richards	STA
Liz Niedziela	STA

Cordelia/Fairfield/Suisun’s TAC Members:

George Fink	Fairfield/Suisun Transit
Paul Wiese	County of Solano
Therese Knudsen	Metropolitan Transportation Commission
Gail Jack	County of Solano/CalWorks Program
Elizabeth Richards	STA
Liz Niedziela	STA

Two separate stakeholders' meetings were held for each CBTP. Vallejo's was held at the City of Vallejo's Council Chamber on January 16, 2008. Cordelia/Fairfield/Suisun CBTP was held the following day at Suisun City's Council Chambers on February 17, 2008. Both meetings were well attended with approximately 40 stakeholders in each meeting. A brief presentation was provided by the consultant team. The purpose of establishing the Stakeholder Group was to gain their insights into the transportation difficulties of the low-income population in their community and to engage the members in helping with outreach to their constituencies. These stakeholders comprise a variety of organizations that represent the low-income priority populations, included:

- Social service agencies and nonprofit organizations serving low-income individuals
- Educational and training centers
- Local and State Public Officials or representatives from their office
- Senior and disability advocacy groups
- Employers and employment placement firms

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

Outreach Activities

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

The community outreach elements involved the following primary tactics:

- Stakeholder interviews with:
 - Local employers
 - Social service agency representatives who could not attend Stakeholder Group meetings
- Guided interviews in public locations where low-income individuals congregate, such as:
 - Local bus transfer centers
 - Health clinics and hospitals
- Focused discussions with groups at community and social service agencies, such as:
 - Head Start programs
 - Senior centers
- Online survey for local college students (in Vallejo only)

The consultant team completed their community outreach process. The stakeholders' meeting for Vallejo's CBTP was held Wednesday, March 19, 2008 and the Cordelia/Fairfield/Suisun meeting was held the following day on March 20, 2008. At these meeting, information gathered from the community outreach was presented. The stakeholders' assistance was utilized in ranking the concerns and proposing solutions. The consultant team collected this information from the stakeholders and summarized the

prioritized the transportation issues and the proposed solutions to close transportation gaps. (Attachment A)

After evaluating the feasibility of implementing proposed solutions, Draft Plans will be prepared and presented to stakeholders groups, SolanoExpress Transit Consortium (on May 28, 2008) and STA Board (on June 11, 2008). Priority projects identified through the Community Based Transportation Planning process will be eligible to apply for future Lifeline funding to be allocated by the STA.

Fiscal Impact:

The currently available funding for Lifeline Projects in Solano County is \$643,812. There will be future Lifeline funding cycles to be allocated by the STA.

Recommendation:

Informational.

Attachments:

- A. Top Priority Solutions - Vallejo
- B. Top Priority Solutions – Fairfield/Suisun/Cordelia

Top Priority Solutions - Vallejo

At the stakeholder prioritization meeting on March 19, participants recommended that the following solutions be given top priority:

(solutions are not ranked)

1. Extend route coverage to Solano Community College
2. Improve bus stops and shelters- better lighting, covered stops, benches, access.
3. Provide weekend service.
4. Lower transit fares
5. Expand capacity of Area Agency on Aging escort service
6. Extend route coverage to Mare Island, especially social service providers.

Other solutions which should be given consideration include:

1. Extend route coverage in Vallejo.
2. Improve volunteer program, provide on-demand service using volunteer drivers, create jobs for seniors through senior corps, fund volunteer coordinators.
3. Provide additional passes and tokens for social services agencies to give to clients.
4. Establish a transit ambassadors/travel buddies program
5. Provide better route and fare information in multiple languages, especially Spanish.
6. Expand paratransit eligibility.
7. Expand the taxi scrip program.
8. Explore public-private partnerships by asking businesses to help offset costs of service to shopping locations.

The next step is to analyze the feasibility of each of the proposed solutions.

Top Priority Solutions – Fairfield/Suisun/Cordelia

At the stakeholder prioritization meeting on March 20, participants recommended that the following solutions be given top priority:

(solutions are not ranked)

1. Begin transit service earlier and run it later in the evening to better serve workers
2. Increase service on holidays and weekends.
3. Provide on-demand service for seniors during peak hours using volunteer drivers.
4. Develop a transit ambassador/travel buddy program, particularly for seniors
5. Offer lower cost transit fares to low income people
6. Post bus schedules at all bus stops

Other solutions which should be given consideration include:

1. Better coordinate inter- and intra-agency transfers to reduce wait times.
2. Provide diversity and customer service training to bus drivers and other transit personnel, particularly related to disability and language barriers..
3. Coordinate with private shuttles
4. Train drivers to be more efficient in loading and unloading passengers in wheelchairs.
5. Conduct proactive education efforts, especially for populations who may need extra information or assistance.
6. Make infrastructure improvements, especially benches, but also shelters. Build shelters with clear materials, for better visibility and safety.
7. Better coordinate bus services with social service programs.
8. Translate all information materials into Spanish and other languages, as needed.

The next step is to analyze the feasibility of each of the proposed solutions.



DATE: April 22, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: SolanoExpress Transit Marketing Plan Update

Background:

Solano Transportation Authority (STA) coordinates intercity transit service marketing for the Baylink Ferry and SolanoExpress bus routes. STA received approximately \$260,000 in RM2 marketing funds during FY 2007-08 from MTC. These funds must be obligated by June 30, 2008 and used only to market RM2 routes which include the Baylink Ferry and Routes 40, 80, 85, and 90. To include all the intercity routes on some marketing strategies, these funds will be supplemented by SolanoExpress marketing funds. Both funds are in the current STA budget. In FY 2008-09, SolanoExpress funds will be used exclusively as the RM2 marketing funds will have expired.

Discussion:

Staff is working with MIG to develop and implement several promotions. The underlying theme of these promotions is to capture new riders with a message to try SolanoExpress as an alternative to rising fuel costs and to encourage an environmental/green message.

Express Transit Try-It-Free: To attract new riders on RM2 bus routes, this promotion will include the distribution free 10-ride passes to interested persons. The intent is to provide potential new riders with the opportunity to try the route for one week free. Coordinated with the Cities of Fairfield and Vallejo over 1,000 10-ride passes will be purchased/printed and distributed. SNCI will administer the distribution of these passes and track the results. This promotion will be launched in June and marketed using bus exteriors, bus shelters and interior bus cards on local and intercity routes in addition to electronic billboards in Fairfield and Vallejo and other means.

Senior Outreach and Ambassador Program: The intent of this promotion is to demonstrate and educate the ease of travelling by transit to the senior community. Coordinated with the cities of Vacaville, Fairfield, and Vallejo, sponsored field trips with senior centers in Solano County would occur. A light lunch would be provided to participants and regular scheduled RM 2 transit would be used.

Systemwide Maps: An updated intercity, countywide map is being produced. This map will be displayed at bus shelters, on brochures and publications. Staff is working with the transit agencies to determine the specifications and locations of shelters.

Weekend Ferry Promotion: Coordinated with the City of Vallejo, the intent of this promotion is to increase the number of new weekend riders. Tentatively called the "Bring a Friend" promotion, for the price of one fare, two people could travel together. Interested riders will contact Solano Napa Commuter Information (SNCI) staff to request a voucher. Staff will track

the vouchers distributed. This voucher is required to purchase the special “admit two fares” ferry daypass from the Ferry Terminal ticket office. These daypasses will be valid only on weekends and holidays with specific restrictions, like no Giants games, etc. Approximately 1,200 tickets will be printed. The promotion will launch in May and run through December 2008, or until the tickets run out whichever is sooner. This promotion will be marketed through flyers and posters throughout the area and with display ads in local newspapers and publications.

Recommendation:

Informational.



DATE: April 22, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Monthly Issues

Background:

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

Discussion:

Transit Schedules: The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of April 21st. Based on the response received, an updated transit matrix will be provided at the meeting.

Marketing/Promotions: Bike to Work (BTW) Week is May 12-16. Staff is implementing plans for this promotion in coordination with the Bay Area Bicycle Coalition. Energizer stations will be set up throughout the county on Bike to Work Day, Thursday, May 15. Bags, t-shirts and materials have been produced and will be distributed over the next few weeks. Advertisements and articles will appear in local newspapers and periodicals. Staff is encouraging the creation of local teams for the Team Bike Challenge, which begins May 1. SNCI will coordinate with the "Safe Routes to School" efforts to conduct "Bike to School" events that will complement Bike to Work events. If there are any bicycle issues related to transit (bus bike racks, lockers at Park and Ride lots, etc) that a transit operator would like promoted or addressed as part of the campaign, please advise SNCI.

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

Events: SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. In March, staff continued to follow up with employers who attended the Napa County Transportation and Planning Agency (NCTPA) Employer Transportation Summit. The outcome of this was 3 employer events in early April – Health Fairs at Auberge du Soleil, Solage Calistoga, and Calistoga Ranch. In April, staff also attended two business expos - Napa Valley Business Expo and Fairfield-Suisun Business Expo – in addition to Earth Day events on Saturday, April 19 with the City of Fairfield and the City of Vallejo.

Recommendation:

Informational.

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